Technical Memorandum

Strategic Transportation System (STS) Corridors

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EXECUTIVE SUMMARY

The Ohio Department of Transportation (ODOT) is responsible for maintaining an extensive multi-modal transportation system that supports passenger and freight movements and is vital to the citizens and businesses in Ohio, its sub-state economic regions, and the nation. To manage an efficient and sustainable transportation network, ODOT must identify and address the state's most critical transportation infrastructure needs. As part of its development of Access Ohio 2040 (AO40), ODOT used a corridor analysis to highlight the state's most used and valuable aviation, bicycle, highway, maritime, rail, and transit corridors, and the diverse multi-modal transportation facilities connecting them. This network will be referred to as Ohio's **Strategic Transportation System (STS)** and represents the backbone of Ohio's transportation network. After defining the STS, performance attributes on the STS facilities were analyzed to pinpoint needs on the system and develop strategies for addressing those needs.

Purpose of the STS Corridor Analysis

The purposes of the *AO40* corridor analysis were to:

- Define Ohio's Strategic Transportation System (STS),
- Analyze performance attributes on Ohio's STS facilities to determine system needs, and
- Develop strategies for improving the STS.

Corridor Analysis Overview

The AO40 corridor analysis included the following:

Identification of Ohio's Strategic Transportation System (STS)

The STS is a set of aviation, bicycle, highway, maritime, rail, and transit facilities that make up the backbone of Ohio's transportation system. The STS was determined based on several existing factors.

- **Volume**: The STS contains transportation facilities that carry the highest volumes of passenger and freight traffic for their respective modes.
- **Classification**: Transportation facilities with a national or statewide designation[1] were included in the STS.
- **Connectivity**: The STS includes transportation facilities that connect urbanized areas in Ohio and neighboring states with populations exceeding 50,000.

Classification of STS Corridors

STS corridors for each transportation mode were classified as national corridors, statewide primary corridors, or statewide secondary corridors. Local corridors were also identified, but were not

[1] Corridors with a National and Statewide destination are those calculated to have the highest volumes of traffic, the greatest connectivity and special designations as compared to all other transportation facilities in Ohio..

included as part of the STS and were not included in the corridor analysis. An in depth explanation of STS identification and classification for each mode is provided in Chapter 1 of the STS Corridors Technical Memorandum.

Segmentation of STS Corridors for Analysis

Each STS corridor was subdivided into segments based on characteristics that include traffic pattern or volume changes and STS corridor intersection points. The segmentation provided ODOT with sections of corridors that were reasonable for assessing conditions, and comparing the performance of corridor segments.

Selection of Performance Attributes for Corridor Analysis

ODOT planning staff worked with other transportation decision-makers to determine performance attributes that could be used to rate or assess each STS corridor or facility. Many of the performance attributes were linked with the overarching Access Ohio 2040 goals and objectives, or corresponded to the critical success factors that ODOT uses to measure the conditions of Ohio's transportation network. The performance attributes that were chosen for the corridor analysis were constrained by data availability, which was lacking for a few transportation modes.

Stakeholder Review

Once the STS was identified and performance attributes were selected, ODOT consulted with stakeholders at AO40 Steering Committee meetings throughout the state to ensure that the STS accurately depicted Ohio's most critical transportation infrastructure. Corridors that were identified in the Statewide Freight Study as carrying significant amounts of freight were included within the STS.

Analysis of STS Corridor Segments

After finalizing the STS, its segmentation, and assessment criteria, a matrix was created for each transportation mode listing all STS corridors by segment and classification. The matrices were then populated with performance attribute information associated with existing and projected 2040 conditions. If available data did not correspond to the exact geography of a given corridor segmentation, a weighted average was calculated and presented in the matrix.

The matrices of performance attributes were color coded using the following methodology, and used to compare and evaluate STS corridor segments.

- **Green**: Denotes corridor segment that is performing well and meeting or exceeding ODOT goals and standards for the given performance attribute.
- **Yellow**: Denotes corridor segment that is performing acceptably and in acceptable condition relative to ODOT goals and standards for the given performance attribute.
- **Red**: Denotes corridor segment that is performing below ODOT standards for the given performance attribute.

A more detailed methodology for color coding each modal matrix is explained in Chapter 4 of this Technical Memorandum.

Findings from the STS Corridor Analysis – Identifying Ohio's Regional Transportation Needs

Using the color-coded corridor assessment matrices created for each mode described in **Section 4** and presented in **Appendix B** of this Technical Memorandum, ODOT identified locations and issues with the type conditions that ODOT is responsible for addressing (e.g. safety, mobility and efficiency, or preservation). These locations are defined as Regional Transportation Needs (RTNs). A RTN is a critical transportation deficiency that is recommended as needing attention or merits additional study in order to maintain a world class transportation system. The table below identifies the thresholds that were used to determine the RTNs within each mode of transportation.

Critical Corridor Segment Need Thresholds

Transportation Mode	Corridor Segment Need Thresholds
Aviation	any airport with: ▪ 2 or more hotspots
Bike	any segment with: ▪ A Bicycle Level of Service of "E" of "F" ▪ A bike safety score over 0.75
Highway	any segment with: ▪ A Pavement Condition Rating over 75 ▪ A bridge General Appraisal Score of 5 or less ▪ A fatality AND serious injury score over twice the state average ▪ 2010 V/C greater than 1.0 ▪ 2040 V/C greater than 1.0
Maritime	any segment with: ▪ Any failing dams ▪ Any dam that exceeds the service life of 50 years ▪ Any port with dredging over 0.5 million cubic yards per year
Rail	any segment with: ▪ Passive rail grade crossings ▪ Unable to carry the industry standard 286,000 lbs. ▪ Fatalities AND serious injuries
Transit	any transit agency with: ▪ Over 1 Million riders ▪ 2040 financial needs greater than 1% of the states total transit needs

The initial listing of RTNs in the northwest, northeast, southwest, southeast, and central regions of the state were developed from the STS corridor analysis. The regions align with the JobsOhio[2] Network and the counties that make up each of the five regions. These lists were presented to stakeholders around Ohio for review and comment. The stakeholders included representatives from Ohio Metropolitan Planning Organizations, Ohio Regional Transportation Planning Organizations, ODOT Districts, the Ohio Rail Development Commission, maritime staff, and bike/ pedestrian professionals. Based on this outreach, the RTNs were adjusted to reflect local knowledge and priorities of stakeholders most familiar with these critical needs, locations, and issues. In total, ODOT and

[2]**JobsOhio** is a private, nonprofit organization that promotes job creation and economic development for Ohio. It is anchored by Ohio's major metropolitan areas, each with specific industry strengths and resources. Together, they form **The JobsOhio Network**, a partnership of development professionals with the local contacts and expertise.

stakeholders agreed on and identified 55 regional transportation needs. A complete list of RTNs in the northwest, northeast, southwest, southeast, and central regions of the state are shown in **Appendix A**.

1. INTRODUCTION

Ohio's multi-modal transportation network is owned, operated, and managed by a host of public and private transportation entities, including ODOT. 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 preparing a statewide transportation plan with consistent goals, objectives and policies for every transportation asset within the state. In the development of Ohio's Statewide Long Range Transportation Plan, Access Ohio 2040 (AO40), ODOT addresses these challenges by using a corridor approach to evaluate, rate and measure the performance of Ohio's aviation, bicycle, highway, maritime, rail, and transit transportation facilities. The focus of the corridor approach is on the analysis of transportation corridors which move the highest volumes of passengers and freight and which connect population and employment centers inside Ohio and in adjacent states. The AO40 corridor analysis provides a means to monitor and compare select measurable attributes 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

The corridor approach allows for a thorough and meaningful statewide analysis of transportation assets, while respecting home rule provisions that reserve local municipalities' role in developing and implementing local transportation plans.

2. CORRIDOR IDENTIFICATION AND CATEGORIZATION

In order to provide an unbiased corridor analysis, objective criteria were developed to identify and categorize corridors for each transportation mode. The criteria used to identify the corridors 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

These criteria were established by ODOT staff 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. Four categories of corridors were defined as part of AO40:

- ***National* Corridors -** connect large metropolitan areas in Ohio and adjacent regions. 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 statewide 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 smaller regional trips.
- ***Local* Corridors -** have lower traffic volumes and provide connectivity between other local corridors and local destinations.

3. CORRIDOR CRITERIA BY TRANSPORTATION MODE

3.1 Aviation

Ohio's system of 104 general aviation, reliever, and commercial airports provides a valuable transportation service and economic asset to the people and businesses of Ohio. Airports were classified based on their service areas and FAA airport classifications. **Table 3-1** provides a complete description of FAA airport classification. **Figure 3-1** presents Ohio's aviation facilities with an illustration of a 75 mile radius service area for each facility.

Table 3-1: Aviation Service Area Classification Criteria

Category	Classification
National Service Area	Commercial Service Airports and Cargo Service Airports: have scheduled passenger flights or cargo flights with a total annual landed weight greater than 100 million pounds
Statewide Service Area	Reliever Airports: relieve congestion from commercial service airports
Local Service Area	General Aviation Airports

3.2 Bicycle

Bikeways identified are those that connect major population centers in Ohio and surrounding states. Since a distinct bikeway system has not been established throughout the state, it was necessary to define such a network. The specific bikeways proposed for connecting major population centers were chosen based on scoring criteria that favored off-road bike paths and designated bike lanes; and roads with low vehicle volumes, wide shoulders, and low speed limits. Once a proposed system of bikeways was identified, the following criteria were used to classify the corridors based on:

- **Classification -** a consideration of whether a bike route is part of a designated bike route system
- **Connectivity -** a consideration of bike routes that connect to AASHTO US bike routes or population centers over 50,000

Table 3-2 highlights the specific criteria used to categorize bikeway corridors. **Figure 3-2** presents Ohio's bicycle corridors.

Table 3-2: Bike Corridor Classification Criteria

Category	Classification	Connectivity
National Corridor	AASHTO US Bike Route System[3]	Connect population centers, both in Ohio and surrounding states
Statewide Corridor	Ohio's Cross State Bike Route System	Connect Ohio US Census Designated Urban Areas that are 50,000 in population or greater
Local Corridor	To be determined by MPOs and statewide planning process	

[3] http://route.transportation.org/Pages/default.aspx

Figure 3-1: Ohio AO40 Aviation Corridors

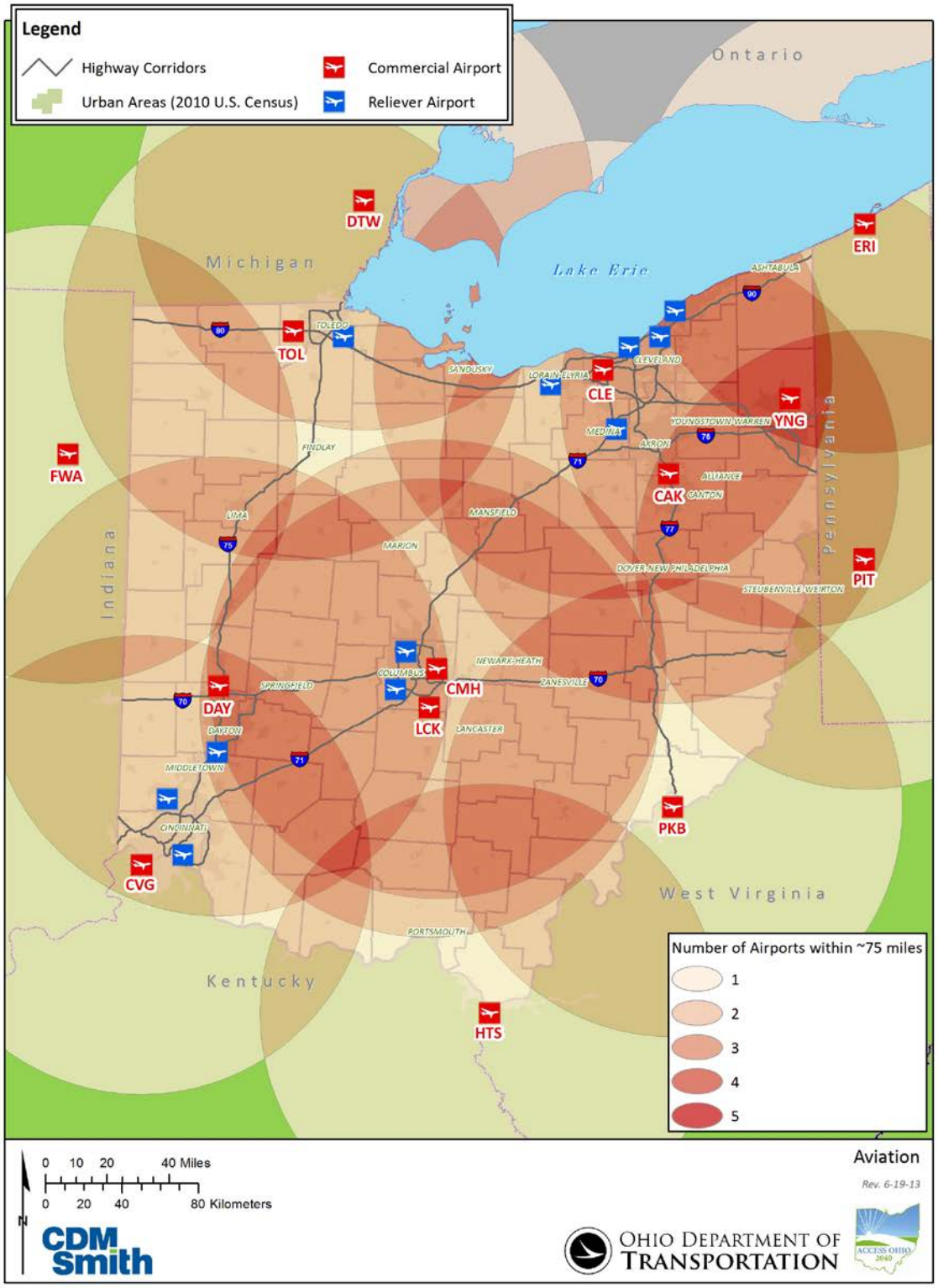


Figure 3-2: National and Statewide Bicycle Routes

3.3 Highway

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 every day, highways are an important economic driver that supports the movement of freight. Objective criteria were developed to identify highway corridors and categorize those corridors. Highway corridor identification and classification was based on the following:

- **Daily Traffic Volume -** a measure of projected 2040 daily weighted traffic volume[4] and/or truck volume
- **Connectivity -** a consideration of highway connections to other corridors or population centers over 50,000

Minimum traffic volume threshold values were derived to define the highway corridor categories based on the following:

- ***National* Corridors –** thresholds derived from average volumes on six-lane or greater limited access facilities.
- ***Statewide Primary* Corridors -** thresholds derived from average volumes on four-lane or greater limited or controlled access facilities.
- ***Statewide Secondary* Corridors -** thresholds derived from average volumes on four-lane or greater facilities without access control.

Table 3-3 provides a complete description of traffic volume threshold values and other criteria which were used to categorize corridors. **Figure 3-3** presents Ohio's highway corridors. **Figure 3-4** shows Ohio's highway freight corridors.

Table 3-3: Highway Corridor Classification Criteria

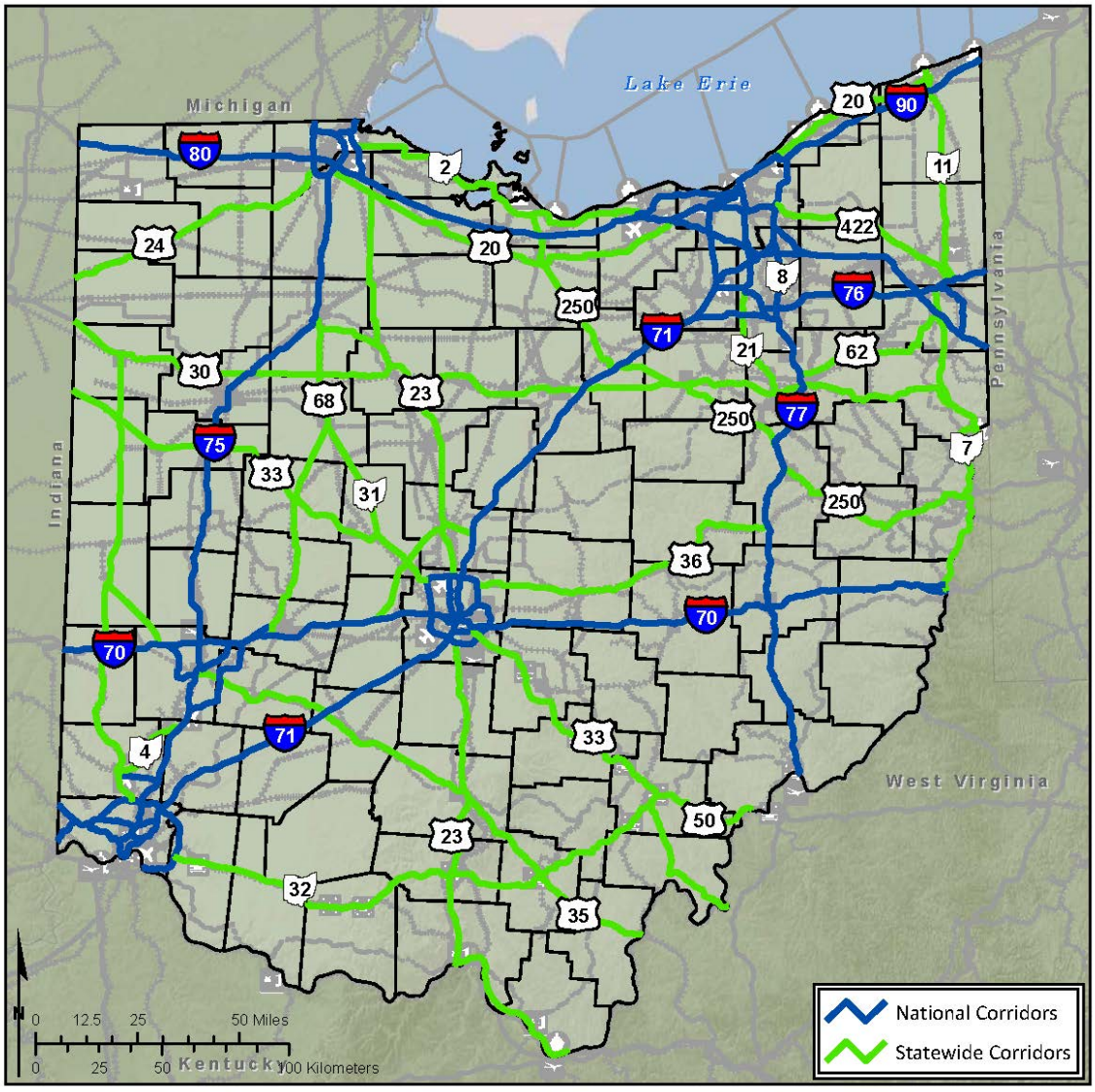
Category	2040 Daily Traffic Volume	Connectivity
National Corridor	Weighted volume* of at least 50,000 or Truck volume of at least 10,000	Corridor length > 200 miles or Connects population centers of at least 200,000
Statewide Primary Corridor	Weighted volume* of at least 30,000 or Truck volume of at least 6,000	Corridor length > 100 miles or Connects population centers of at least 50,000
Statewide Secondary Corridor	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 Corridor	Any daily traffic volume	Any length

** Weighted volume = Passenger cars + (Trucks X 3)*

[4] To emphasize the importance of freight traffic, truck counts were tripled rather than using total traffic volume

Figure 3-3: Highway Corridors

Figure 3-4: Highway Freight Corridors



3.4 Maritime

Freight movement via waterways is a cost effective means of transporting bulk commodities long distances with the lowest cost per ton-mile. Ohio enjoys convenient access to two of North America's largest inland waterway systems: The Ohio River, designated by the USDOT as the M-70 Marine Highway Corridor, and Lake Erie, designated by the USDOT as the M-90 Marine Highway Corridor[5]. Because of their importance to the economic health of Ohio, all freight navigable waterways in the state are included. Objective criteria were developed to categorize navigable maritime corridors based on:

- **Volume -** a consideration of annual freight volumes based on typical volume characteristics
- **Connectivity -** a consideration of whether a waterway is part of, or connected to, one of the USDOT Marine Highway Corridors

Table 3-4 provides a complete description of freight volume thresholds and connectivity criteria which were used to categorize corridors. **Figure 3-5** presents Ohio's maritime corridors.

Table 3-4: Maritime Corridor Classification Criteria

Category	Freight Volumes	Connectivity
National Corridor	At least 25 Million Tons / Year	Part of USDOT's Marine Highway Corridors
Statewide Corridor	At least 10 Million Tons / Year	Direct Connection to Federally Designated Maritime Highway System **or** A Navigable Freight Waterway* of at least 5 Miles

** Navigable Freight Waterway = A waterway capable of handling ships up to 740 ft. long and 78 ft. wide and a minimal channel depth of 20 ft.*

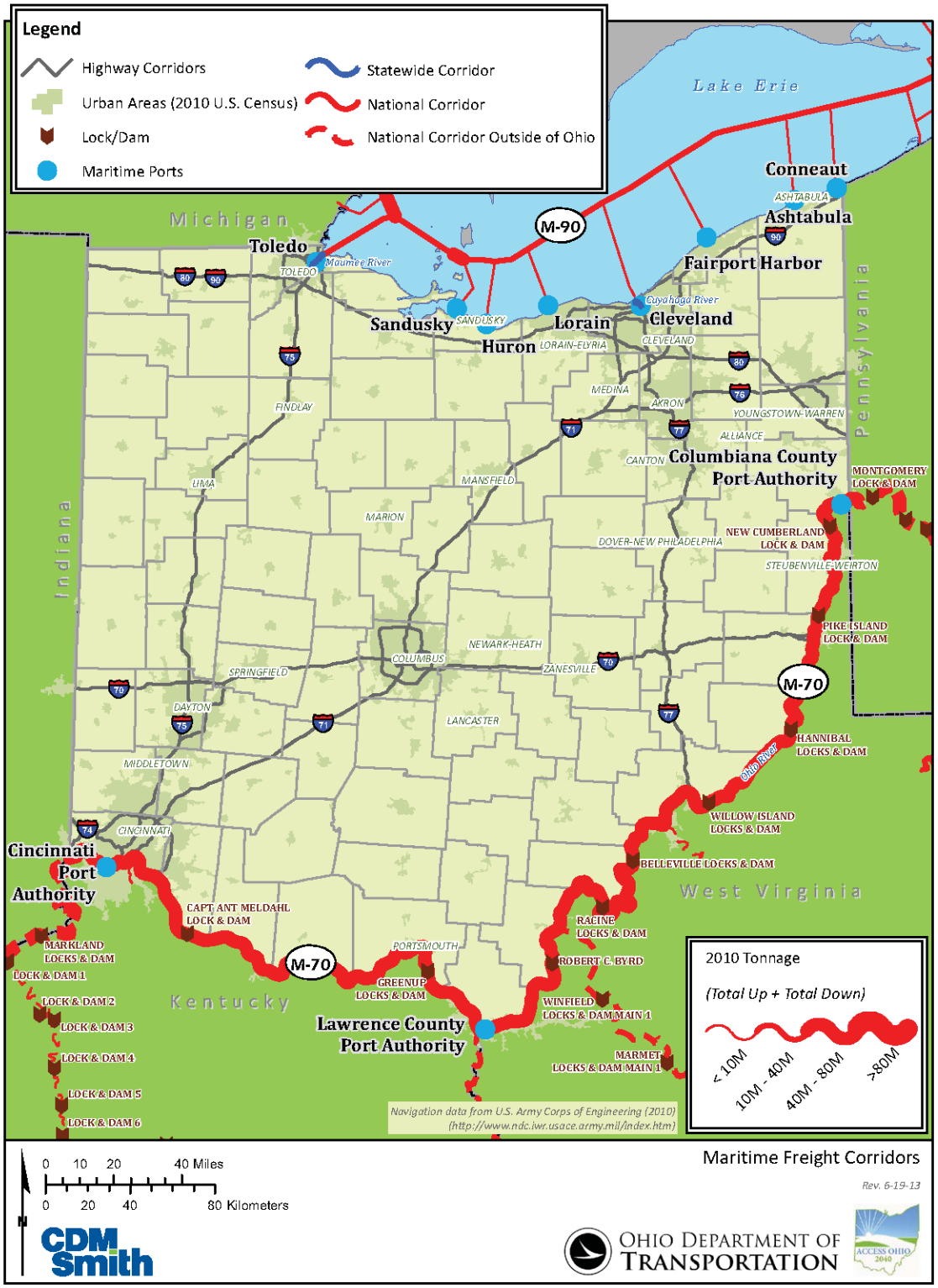
3.5 Rail

Ohio has one of the most extensive and heavily utilized freight rail networks in the nation, with 35 railroads operating over 5,290 miles of track. (Limited passenger rail service in Ohio is available through Amtrak to Cincinnati and the Toledo to Cleveland corridor. Passenger service is discussed in Section 6.1 of the Passenger Transportation Technical Memorandum.) Because of their importance to the economic health of Ohio, all freight rail lines in the state are included. Objective criteria were developed to categorize freight rail corridors based on:

- **Volume -** a consideration of total freight volumes moved and the distance moved per track each year
- **Connectivity -** a consideration of railroad connections to and from designated activity centers or facilities

[5] http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

Figure 3-5: Maritime Freight Corridors



Minimum volume thresholds were developed to define the rail corridor classifications based on the following:

- ***National* Corridors –** thresholds derived from typical volumes on long-haul service lines that carry multiple commodities and connect to national ports and intermodal facilities.
- ***Statewide Primary* Corridors -** thresholds derived from typical volumes on long haul or short haul ("short line") service lines that carry two or three commodities and connect to Ohio ports and intermodal facilities.
- ***Statewide Secondary* Corridors -** thresholds derived from typical volumes on short haul service lines that carry a single commodity and connect to national or primary regional rail corridors.

Table 3-5 provides a complete description of tonnage volume threshold values and connectivity criteria that were used to classify freight rail corridors. **Figure 3-6** presents Ohio's rail corridors.

Table 3-5: Rail Corridor Classification Criteria

Category	Volume	Connectivity
National Corridor	>=40 GTM*	1) Connect with ocean port; or 2) Connect with national rail gateways; or 3) Connect to major freight rail hub/population centers; or 4) Serve major intermodal terminals; or 5) Serve major classification yards; or 6) Connection with special generators
Statewide Primary Corridor	5 to 40 GTM*	1) Any of the above; or 2) Connects to Lake Port; or 3) Connects to River Port; or 4) Connects to a regional, out of state, freight hub/population center
Statewide Secondary Corridor	>=5 GTM*	1) Serves rail-dependent shippers; or 2) Serves potential future rail-dependent economic development

** GTM=Gross Ton Miles*

3.6 Transit

Public transit services provided more than 111 million person trips in Ohio in the 2011 fiscal year. Ohio's transit network includes both local transit operators like the Central Ohio Transit Authority (COTA) and the Greater Cleveland Regional Transit Authority (GCRTA), and intercity bus operators such as Greyhound, Megabus, and GoBus. Local transit operators in Ohio primarily service population areas within an urbanized area. Further information about these services can be found in the Passenger Transportation Technical Memorandum. Intercity transit routes, including routes that connect to cities within Ohio and around the country are included. Transit systems were classified based on their service areas as defined by the places their services connect:

- **Connectivity -** a consideration of transit service areas and the cities they connect

Figure 3-6: Rail Corridors

Table 3-6 provides a complete description of service area categories based on connectivity. **Figure 3-7** presents Ohio's intercity transit corridors.

Table 3-6: Transit Service Area Criteria

Category	Connectivity
National Service Areas	Connection to cities in Ohio and major cities outside of Ohio
Statewide Service Areas	Connection to cities within Ohio
Local Service Areas	Serves riders within a city or region[6]

3.7 Freight and Passenger Intermodal Facilities

Ohio has over 105 intermodal facilities, which are facilities that connect two or more modes of transportation. Some of these facilities solely serve freight, while others primarily serve passengers. Maintaining intermodal facilities that seamlessly connect transportation modes is a critical aspect of an efficient transportation system. As such, major intermodal facilities such as airports, intercity bus facilities, water ports, and rail to truck facilities, were included as integral components of Ohio's transportation system based on freight and passenger volumes as well as ownership. **Figure 3-8** presents Ohio's Intermodal Facilities.

3.8 Corridor Segmentation

After the corridors were identified, each was subdivided into segments based on characteristics that include traffic pattern or volume changes, and corridor intersection points. The segmentation provided ODOT with sections of corridors that were reasonable for assessing conditions, and comparing the corridors to each other.

3.9 Development of the Statewide Strategic Transportation System (STS)

Ohio's Strategic Transportation System (STS) is a combination of the National and Statewide corridors and facilities from each mode of transportation. STS facilities were divided into five regions throughout the state based on the JobsOhio[7] Network regions. (Note: The Southwest region was combined to include both the Cincinnati and Dayton metro areas.) The counties within each region share similar economic generators and industries, and the STS facilities within each region work together to support economic activity. Regional transportation system needs vary between the regions because of geographical differences, the unique transportation needs of various regional industries, and the demographics and traffic behaviors of residents within each region. The initial STS was compared to the critical freight corridors identified through the Ohio Statewide Freight study and also shared with stakeholders at steering committee meetings to ensure that it accurately depicted Ohio's most critical corridors. A number of minor adjustments were made based on stakeholder comments. Ultimately, the STS was used as a starting point for determining the most critical transportation needs in each region as well as the entire state. **Figure 3-9** on a map of the Ohio STS.

[6] Please see the Passenger section of this report for further information regarding regional transit services.

[7] **JobsOhio** is a private, nonprofit organization that promotes job creation and economic development for Ohio. It is anchored by Ohio's major metropolitan areas, each with specific industry strengths and resources. Together, they form **The JobsOhio Network**, a partnership of development professionals with the local contacts and expertise.

Figure 3-7: Transit Corridors

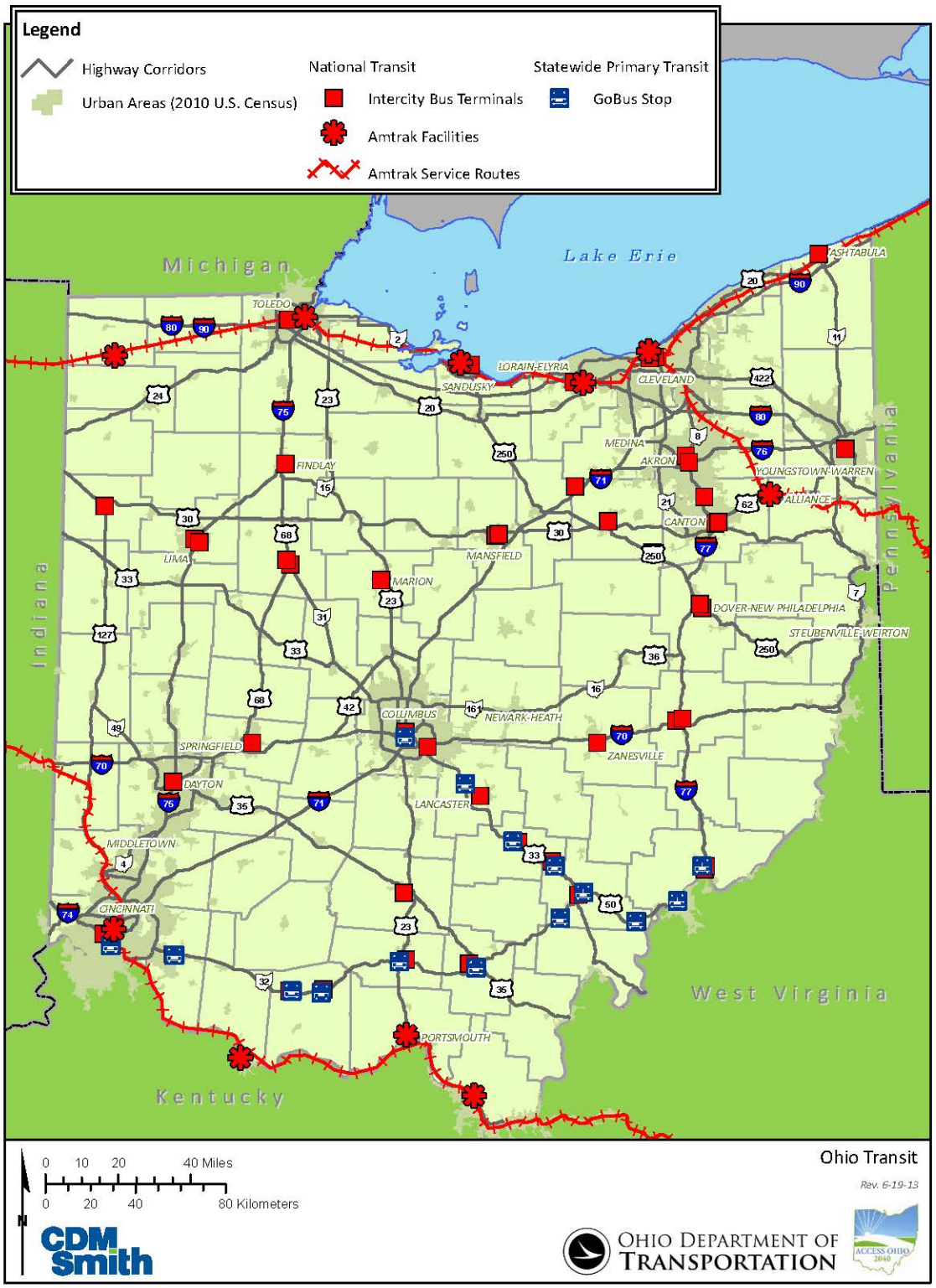
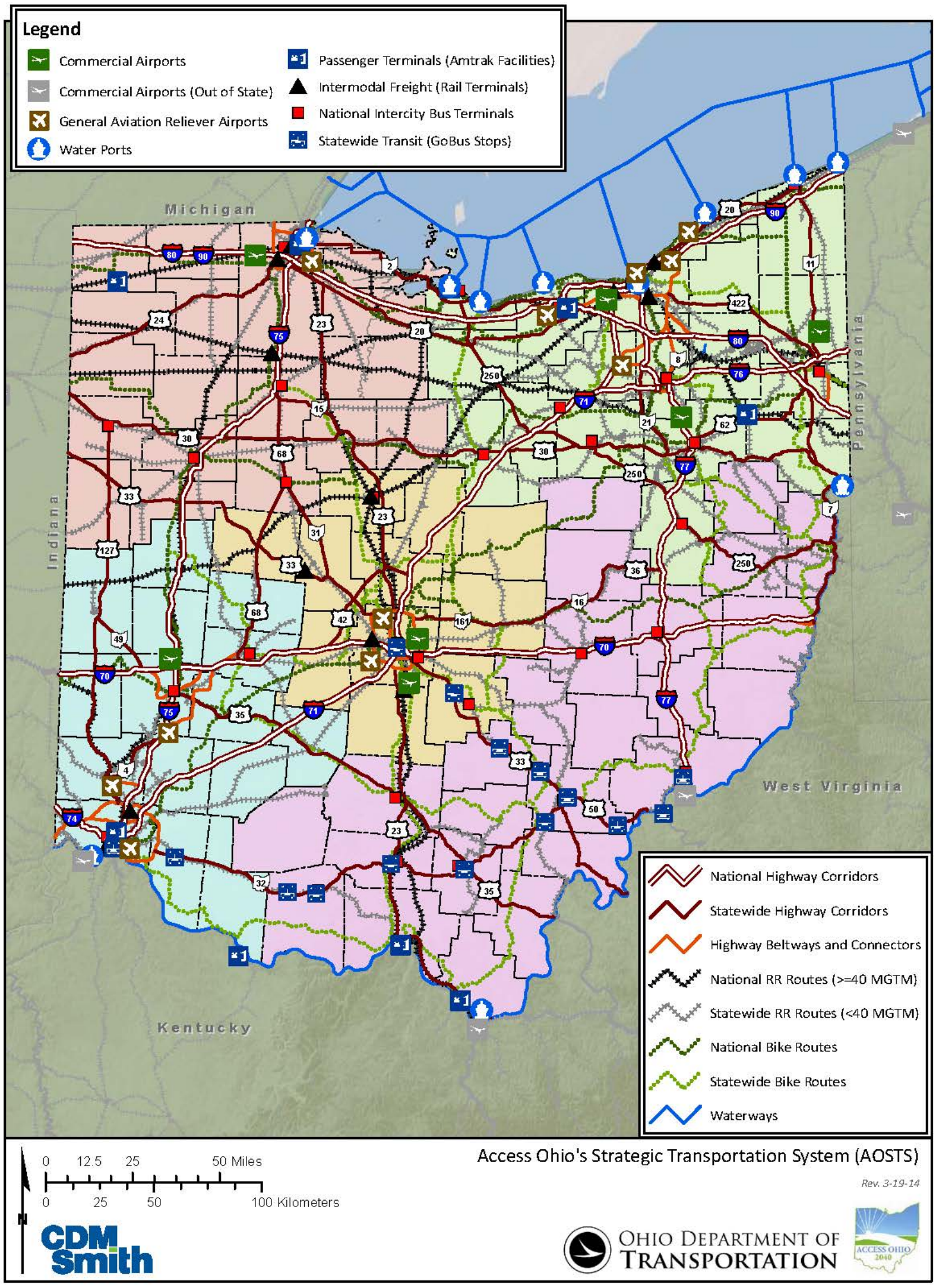


Figure 3-8: Intermodal Facilities Corridors

Figure 3-9: Access Ohio's Strategic Transportation System



4. CORRIDOR ANALYSIS

As an agency, ODOT's goals are to:

- Provide for the easy movement of people and goods from place to place
- Preserve and improve the performance of the existing transportation system
- Continually increase the safety of the existing transportation system
- Enhance the capacity of the transportation system

The corridor analysis is designed to be used by program managers to help guide their discretionary decision making towards the advancement of their respective goal areas.

To advance statewide transportation improvements, ODOT has established separate funding programs within the agency, each of which is intended to focus on one or more of the above goals. A funding allocation is annually provided to each of these programs and an ODOT program manager is given a certain measure of discretion in how to select projects to fund with the allocation. The intent of the corridor analysis was to help ODOT program managers prioritize projects that will address transportation facilities with the most critical needs, and facilities that have a large impact on the economic health of the state. In order to provide a helpful analysis, ODOT program managers were interviewed to determine what characteristics or performance attributes they use to prioritize projects with their allocated funds. These performance attributes, along with those that support AO40 goals, were identified and guided the corridor analysis effort.

Due to data availability, performance attributes varied for each transportation mode. Once performance attributes were defined for each mode, a matrix was created to document the performance of each corridor in that mode. The most current and most accurate data available was used to populate the modal matrices. The full matrices for each mode can be found in Appendix A.

After populating performance attribute matrices for the STS corridors in each transportation mode, the facilities were compared to determine those had had the highest amount, and most severe needs. Performance attributes for each transportation facility were also highlighted in the matrices with the following color scheme:

Green	Corridor segment is performing well and meeting or exceeding ODOT goals and standards for the given performance attribute. The corridor segment has no immediate needs to improve the performance attribute area.
Yellow	Corridor segment is performing acceptably and in acceptable condition relative to ODOT goals and standards for the given performance attribute. The corridor segment may have an emerging need to improve the performance attribute area.
Red	Corridor segment is performing below ODOT standards for the given performance attribute. A need must be addressed on this corridor segment to bring the performance attribute area into conformity with ODOT standards.

Sections 4.1 and 4.2 describe the characteristics and performance attributes that were documented for each transportation mode.

4.1 Corridor Characteristics

Corridor characteristics are descriptive attributes that were used to identify compare the corridors. The majority of these characteristics pertain to AO40's goals and objectives, as well as the critical success factors that ODOT uses to rate transportation facilities. Below are the corridor characteristics that were documented for each mode.

4.1.1 Aviation Corridor Characteristics

- # Of Connecting Cities = Number of different cities served by scheduled, nonstop flights from commercial airports (data from airport websites)
- Annual Enplanements = Most recent available data (2010 or better) for yearly passenger enplanements for each airport (data from airport website, direct contact, or FAA Terminal Area Forecasts)
- Annual Air Cargo Weight = Total air cargo handled per airport in tons (data from airport website or Airports Council International)
- Number of Based Aircraft = Number of aircraft based at each airport (data from FAA Form 5010)
- Airport Economic Impact = Economic impact value that each airport brings to the surrounding area, reported from Ohio State Airport System Plan 2006
- Type of Based Aircraft = Sum of the following aircraft types as recorded by FAA Form 5010
  1) Jet
  2) Turbo
  3) Twin
  4) Single Engine Piston
  5) Rotorcraft
- Length of Longest Runway = Length in feet of the airport's longest runway (data from Ohio Airports Focus Study)
- Instrument Approach System = Type of instrument approach system at each airport (data from Ohio Airports Focus Study)
- MPOs Served by drive time = List of the MPO's served by each airport within a 90 (national) or 45 (statewide) minute drive[8]
- 2010 Population w/in 45 Minute Drive = Sum of 2010 population within a 45 minute drive of an airport (data from ODOT GIS files)

[8] CDM Smith GIS analysis of OSOT shapefile data used for aviation, bike, and highway characteristic analysis - including drive time; ODOT GIS files - 90minuteDriveTime.shp, and Ohio_Pop_BlockGroups_2010_2040.shp; and bikes_routes_050222013.shp; Ohio_MPO_boundary.shp; Ohio_Pop_BlockGroups_2010.shp).

- 2040 Population w/in 45 Minute Drive = Sum of projected 2040 population within a 45 minute drive of an airport (data from ODOT GIS)
- 2010 Population w/in 90 Minute Drive = Sum of the population within a 90 minute drive of an airport (data from ODOT GIS files)
- 2040 Population w/in 90 Minute Drive = Sum of projected 2040 population within a 90 minute drive of an airport (data from ODOT GIS files)

4.1.2 Bike Characteristics

- % of Bike Route Off-Road = The percent of each bike segment that is on either a shared use path, an off road facility, or a designated bicycle lane, compared to the total segment length (data from ODOT GIS files)
- AASHTO US Bike Route Designation = Yes/no function that determines if a segment has been designated as an AASHTO US bike route (data from ODOT GIS files)
- Ohio Bike Route Designation = Yes/no function that determines if a segment has been designated as an ODOT bike route (data from ODOT GIS files)
- CMAQ Eligibility Areas = the CMAQ eligible (non-attainment) areas touched by the bike corridor segment. Many bike facility projects are eligible for this funding source. (data from ODOT GIS files)
- Communities Greater than 5K = List of the communities with populations greater than 5,000 that the corridor segment passes through (data from U.S. Census)
- # Of Intercity Transit Service Connections = List of the intercity transit terminals within a 5 mile bandwidth (i.e. 5 miles on either side) of a corridor segment
- MPO (s) = List of MPO geographies that the corridor segment passes through (data from ODOT GIS files)
- Population = Sum of the population within a 1 mile bandwidth of the corridor, (data from ODOT GIS files)

4.1.3 Highway Characteristics

- 2010 ADT = Year 2010 average daily traffic volumes per segment[9]
- 2040 ADT = Year 2040 forecasted average daily traffic volumes using the travel demand model forecast per segment[10]
- % Change ADT = Percent change in average daily traffic between 2010 and 2040 per segment

[9] Ohio Statewide Travel Demand Model Congestion Management System

[10] Data source for highway characteristics is Ohio Statewide Travel Demand Model Congestion Management System (2040_Corridors_05082013.shp (edited from ODOT shapefile) - unless noted

- 2010 ADTT = Year 2010 average daily truck traffic volumes per segment (data from 2010 spreadsheet from ODOT traffic counts)
- 2040 ADTT = Year 2040 forecasted average daily truck traffic using the travel demand model forecast per segment
- % Change ADTT = Percent change in average daily truck traffic between 2010 and 2040 per segment
- Value of Commodities = Total value of all commodities traveled per segment
- % GSP = Percent of the estimated Gross State Product (GSP) within a 5 mile bandwidth of a corridor segment
- 2040 Weighted Volume =
    - (2040 projected passenger vehicle volume) + 3 x (2040 projected truck volume) per segment
- 2040 Poor LOS Rural (FC 1-9) = Total centerline miles per segment with a 2040 LOS score of "E" or "F" on rural functional class routes 1 through 9
- 2040 Poor LOS Urban (FC 10+) = Total centerline miles per segment with a 2040 LOS score of "E" or "F" on urban functional class routes 10 plus
- % Centerline Miles with Poor LOS Score = Percent of centerline miles per segment with a 2040 LOS score of "E" or "F" on rural and urban routes
- State Functional Classification = Federal functional classification reported as the functional class number and description (FC#-Text description)
- State Evacuation Plan = Lists whether or not a corridor segment is part of the State Evacuation Plan. (data from State Emergency Evacuation Plan)
- MPO = List of MPO geographies touched by the corridor segment
- Number of Jobs = Number of jobs within a 5 mile bandwidth of corridor segment as reported by 2010 census data (data from U.S. Census, tract level)
- 5-Mile Bandwidth Population = Sum of the population within a 5 mile bandwidth of the corridor, plus the population served by each MPO area touched per segment (data from U.S. Census, tract level)
- Number of Multimodal Facilities = Number of Ohio designated intermodal facilities that are located directly on or connect to a statewide corridor. (data from ODOTs Transportation Information Management System)

4.1.4 Maritime Characteristics

- Freight Volume Tons/ Year per Port = Sum of all freight moved per port in tons (data from ODOT GIS files)
- Total Freight Volume Tons/ Year per Segment = Sum of freight moved per segment in tons (data from ODOT GIS files)
- Project Depth Line = Average project depth line maintained by the Army Corps of Engineers per corridor segment (ODOT data)
- Federal Maritime Freight Designation = Yes or no function determining if the corridor segment is part of the USDOT proposed national freight network (ODOT data)
- Navigable Freight Waterway = Lists whether a water way is capable of handling ships up to 740 ft. long and 78 ft. wide. To handle a vessel of this size, a minimal channel depth of 20 ft. is required
- Leading commodity Per Port by weight (data from US Army Corp, 2010)
- Three Top Leading Commodities per Segment= List the three top commodities per port (data from ODOT GIS files)
- # Intermodal Connections per Segment = Number of the intermodal terminals on or within a 2 mile buffer segment of each corridor segment (data from Transportation Information Management System)

4.1.5 Rail Characteristics

- Tonnage Range = Annual range of gross ton miles moved per segment
- # At-Grade Highway Crossings = Total at-grade crossings per railroad segment that cross the States System. (Data from The Ohio Rail Development Commission)

4.1.6 Transit Characteristics

- 2011 Operating Budget = 2011 operating budget per agency. (data from Access Ohio Passenger Transportation Existing and Future Conditions)
- 2040 Operating Budget = 2040 estimated operating budget per agency. (data from Access Ohio Passenger Transportation Existing and Future Conditions)
- 2040 Capital Budget = 2040 estimated capital budget per agency. (data from Access Ohio Passenger Transportation Existing and Future Conditions)
- 2040 Total Budget = 2040 estimated operating and capital budget per agency. (data from Access Ohio Passenger Transportation Existing and Future Conditions)
- Total Vehicle Hours = Sum of 2011 fixed route and demand response vehicle hours. (data from Access Ohio Passenger Transportation Existing and Future Conditions)

- Total Vehicle Miles = Sum of 2011 fixed route and demand response vehicle miles. (data from Access Ohio Passenger Transportation Existing and Future Conditions)
- Total Ridership = Sum of 2011 fixed route and demand response total ridership. (data from Access Ohio Passenger Transportation Existing and Future Conditions)

4.2 Corridor Performance Attributes

The Corridor performance attributes are geared toward measuring the conditions on each corridor segment relative to their respective goal areas. For example, total crashes on a highway corridor segment are a performance attribute that is used to measure the safety of the corridor. Performance attributes were created only for those goal areas that pertain to infrastructure performance. The attributes provided the quantitative comparative data for the analysis of the performance of each corridor segment. Each attribute received a single score that represents the overall condition of each segment. As stated, three colors are used to identify the priority of needs across each network.

The red indicators are not designed to identify a precise need, rather they identify that further investigation along a segment is necessary to understand the problem. Additionally, program managers can use this as a high level analysis to identify priorities for investment within their respective goal areas.

The following section describes the performance attributes for each transportation mode. These attributes were used to populate the matrices.

4.2.1 Aviation Performance Attributes by Goal Area

4.2.1.1 Aviation Preservation Performance Attributes

Airport Pavement Condition Index (PCI) is defined as the combination score of the most current runway and taxiway pavement condition index score. Pavement condition for airports is estimated via a visual survey. Pavements are rated on a scale of 0 to 100 with 100 being perfect. This rating looks at items such as cracking, potholes, weathering, loose aggregate, and other signs of deterioration. Runways were weighted heavier than taxiways. PCI was calculated as follows:

$$\text{Airport PCI} = \frac{(\text{Runway PCI} \times 0.60) + (\text{Taxiway PCI} \times 0.40)}{100}$$

Data Source: ODOT Office of Aviation – *Ohio Airport Focus Study 2013* preliminary findings.

Aviation PCI (Preservation)

Runway & Taxiway PCI	Indicator
≥ 0.70	**Green**
< 0.70 and > 0.55	**Yellow**
≤ 0.55	**Red**

4.2.1.2 Aviation Safety Performance Attributes

Controlled Access to Operating Areas is a performance attribute that documents whether an airport has controlled access to the operational areas within the airport.

Data Source: FAA

Aviation Controlled Access to Operating Areas (Safety)

Controlled Access to Operating Areas	Indicator
Yes	Green
No	Red

Perimeter Fencing is a performance attribute that documents the extent to which an airport has perimeter fencing that prevents access to the operational areas of the airport.

Data Source: FAA

Aviation Perimeter Fencing (Safety)

Perimeter Fencing	Indicator
Complete	Green
Partial	Yellow
None	Red

General Aviation Security Plan is a performance attribute that identifies if an airport has a security plan.

Data Source: FAA

Aviation Security Plan (Safety)

Security Plan	Indicator
Yes	Green
No	Red

Hot Spots are FAA designated runway safety related locations on an airfield that present increased risk during surface operations. Typically a hotspot is a complex or confusion taxiway to taxiway or taxiway to runway intersection. The area of increased risk has either a history of or potential for runway incursions. Total hot spots are a performance measure of the total number of hot spots that have been designated at an airport.

Data Source: FAA

Aviation Hot Spots (Safety)

Hot Spots	Indicator
0	Green
1	Yellow
> 1	Red

4.2.1.3 Aviation Performance Attributes Summary

Aviation Performance Attribute Summary

Goal Area Indicator	Preservation	Safety			
	PCI	Control Access	Perimeter Fencing	Security Plan	Hot spots
Green	≥ 0.70	Yes	Complete	Yes	0
Yellow	< 0.70 and > 0.55	-	Partial	-	1
Red	≤ 0.55	No	None	No	>1

4.2.2 Bike Performance Attributes

4.2.2.1 Bike Preservation Performance Attributes

Bike Suitability is a performance attribute that reflects bicyclist's safety and comfort while riding on a particular roadway section. Bike suitability is tracked by ODOT via a Bicycle Level of Service (BLOS), which is a numerical score. For simplicity, BLOS scores were converted to a letter grade ranging from A to F, with A representing optimal bicycling conditions and F representing very poor bicycling conditions. A weighted average was used to normalize the different BLOS scores across the corridor segment.

Data Source: ODOT GIS files

Bike Suitability (Preservation)

Bike Suitability	Indicator
A, B, or C	Green
D	Yellow
E or F	Red

4.2.2.2 Bike Safety Performance Attributes

Bike Safety Score is a performance attribute that documents the sum of bike fatalities and bike injuries. Bike and pedestrian fatalities and injuries are only recorded if the accident involves a moving vehicle within the public right of way. ODOT will use the bike safety score performance attribute to help manage its bike and pedestrian program, whose goal is to ensure the safety and security of non-motorized users on the transportation system.

Safety Score = # fatalities per segment + # Injuries per segment

Data Source: Safety Office of System Planning & Program Management.

Bike Safety Score (Safety)

Safety Score	Indicator
< 0.5	Green
0.5 – 0.75	Yellow
> 0.75	Red

4.2.2.3 Bike Performance Attributes Summary

Bike Performance Attribute Summary

Goal Area	Preservation	Safety
Indicator	Bike Suitability	Safety Score
Green	A, B, or C	< 0.5
Yellow	D	0.5 – 0.75
Red	E or F	> 0.75

4.2.3 Highway Performance Attributes

4.2.3.1 Highway Preservation Performance Attributes

Pavement Condition is a performance attribute that documents the average weighted Pavement Condition Rating (PCR) for a given highway segment. ODOT designs their pavements for 20 year life, but there are many factors that can reduce and lengthen the life span of any pavement, especially the amount of truck traffic. Pavement life can be extended by adding additional pavement to the existing surface, but this cannot continue indefinitely, and eventually the pavement will need to be reconstructed.

Data Source: ODOT Technical Services

Highway Pavement Condition (Preservation)

Pavement Condition	Indicator
>75	Green
65 - 75	Yellow
< 65	Red

Bridge Condition is a performance attribute that document the General Appraisal (GA) rating of a bridge. The GA rating is a score on a scale of 0 to 9 with 9 being the best. The GA rating is an evaluation of the major structural components of a bridge such as super-structure, piers and abutments. A weighted GA score was used to calculate the combined GA score for all bridges along a highway corridor segment, where bridges were weighted based on their deck surface areas.

Data Source: GA score and square-footage from ODOT Structural Engineering

Highway Bridge Condition (Preservation)

Bridge Condition	Indicator
> 7	Green
6 -7	Yellow
< 5	Red

4.2.3.2 Highway Safety Performance Attributes

Highway Fatality Safety Score is a performance attribute that documents the number of fatalities per 100 million Vehicle Miles Traveled (VMT) on a given highway segment. In 2008 the fatality rate per million vehicles miles of travel fell to a historic national low of 1.27. Ohio's average for the past three years on all roads is 0.97.

$$\text{Highway Fatality Safety Score} = \frac{\text{\# fatalities per segment}}{\text{100 Million VMT}}$$

Data Source: ODOT Office of System Planning & Program Management.

Highway Fatality Score (Safety)

Fatality Score	Indicator
< 0.97	Green
0.97 - 1.94	Yellow
> 1.94	Red

Highway Serious Injury Safety Score is a performance attribute that documents the number of serious injuries per 100 million VMT on a given highway segment. Ohio's average for serious injuries per 100 million VMT over the past three years on all roads is 10.94.

$$\text{Highway Incapacitating Injury Safety Score} = \frac{\text{\# Injuries per segment}}{\text{100 Million VMT}}$$

Data Source: ODOT Office of System Planning & Program Management.

Highway Serious Injury Score (Safety)

Serious Injury Score	Indicator
< 10.94	Green
10.94 – 21.88	Yellow
> 21.88	Red

4.2.3.3 Highway Mobility and Efficiency Performance Attributes

Volume to Capacity 2010 (V/C 2010 Index) is a performance attribute that documents the number of vehicles using a roadway at peak times compared with the roadway's ability to support that volume. The V/C Index for 2010 is based on the peak period volume and roadway capacity on a given highway segment in the year 2010.

Data Source: ODOT Congestion Management System

Highway V/C 2010 Index (Mobility and Efficiency)

2010 V/C Index	Indicator
< 0.75	Green
0.75 - 0.99	Yellow
> 0.99	Red

Volume to Capacity 2040 is a performance attribute that documents the number of vehicles using a roadway at peak times compared with the roadway's ability to support that volume. The V/C Index for 2040 is based on the peak period projected volume and projected roadway capacity on a given highway segment in the year 2040.

Data Source: ODOT Congestion Management System

Highway V/C 2040 Index (Mobility and Efficiency)

2040 V/C Index	Indicator
< 0.75	Green
0.75 - 0.99	Yellow
> 0.99	Red

4.2.3.4 Highway Performance Attribute Summary

Highway Performance Attribute Summary

Goal Area	Preservation		Safety		Mobility and Efficiency	
Indicator	Pavement Condition	Bridge Condition	Fatality Score	Serious Injury Score	2010 V/C Index	2040 V/C Index
Green	>75	> 7	< 0.97	< 10.94	< 0.75	< 0.75
Yellow	65 - 75	6 -7	0.97 - 1.94	10.94 – 21.88	0.75 - 0.99	0.75 - 0.99
Red	< 65	< 5	> 1.94	> 21.88	> 0.99	> 0.99

4.2.4 Maritime Performance Attributes

4.2.4.1 Maritime Preservation Performance Attributes

Lock and Dam Condition is a performance attribute that documents the General Rating (GR) score of the lock and dam system. Locks and dams are inspected annually by the Army Corps of Engineers.

Data Source: USACE District Offices

Maritime Lock and Dam Condition (Preservation)

Lock and Dam Condition	Indicator
Good	Green
Poor or Inadequate	Yellow
Failing	Red

Years Since Lock and Dams Construction or Reconstruction is a performance attribute that tracks the years that have elapsed since the most recent effort towards rebuilding the dam was complete.

Data Source: USACE District Offices

Maritime Years Since Dam Construction/Reconstruction (Preservation)

Years Since Last Reconstruction	Indicator
< 40	Green
40 - 50	Yellow
>50	Red

Lake Erie Dredging is a performance attribute that documents the cubic yards of dredging material removed per year on each Lake Erie port. Dredging is a major concern for many of the Lake ports and disposing of the dredged materials is also becoming a major problem.

Data Source: ODOT completed this column

Maritime Dredging (Preservation)

Dredging	Indicator
< 99,000	Green
99,000 – 250,000	Yellow
> 250,000	Red

4.2.4.2 Marine Performance Attribute Summary

Maritime Performance Attribute Summary Table

Goal Area	Preservation		
Indicator	Lock and Dam Condition	Year of Last Reconstruction	Lake Dredging
Green	Good	< 40	< 99,000
Yellow	Poor or Inadequate	40 - 50	99,000 – 250,000
Red	Failing	>50	> 250,000

4.2.5 Rail Performance Attributes

4.2.5.1 Rail Preservation Performance Attributes

Track carrying capacity is a performance attribute that documents whether a rail corridor segment carrying 286,000 lbs.

Data Source: Ohio Freight Study

Rail Carrying Capacity (Preservation)

Carrying Capacity	Indicator
> 286,000 Pounds	Green
< 286,000 Pounds	Red

4.2.5.2 Rail Safety Performance Attributes

Passive Rail Grade Crossings is a performance attribute that documents the number of passive rail grade crossings along a rail corridor segment. Only passive rail grade crossings on the state system of roadways are documented. Passive rail crossings do not have any warning devices like bells, flashing lights, or gates activated when a train approaches the crossing; they only have simple, static warnings.

Data Source: State & US Routes - Passive Crossings Excel Document

Rail Passive Grade Crossings (Safety)

# Passive rail grade crossings	Indicator
0	Green
> 0	Red

Total fatalities per year at grade crossings is a performance attribute that documents fatalities per year at the at-grade crossings along a rail corridor segment.

Data Source: ORDC (PUCO PDF & ODOT Spreadsheet)

Rail At-Grade Crossing Fatalities (Safety)

Number of at-grade fatalities / year	Indicator
0	Green
> 0	Red

Number of Injuries per year at grade crossings is defined as the number of injuries per year at-grade crossings.

Data Source: PUCO PDF & ODOT Spreadsheet

Annual At-Grade Crossing Injuries (Safety)

Number of Injuries per year at grade crossings	Indicator
0	Green
≥ 0	Red

4.2.5.3 Rail Performance Attribute Summary

Rail Performance Attribute Summary

Goal Area	Preservation	Safety		
Indicator	% Track at 286K	# Passive rail grade crossings	# fatalities /year @ grade crossings	# injuries /year @ grade crossings
Green	Yes	0	0	0
Red	No	> 0	> 0	> 0

4.2.6 Transit Performance Attributes

4.2.6.1 Transit Preservation Performance Attributes

2040 Transit Agency Total Needs as a Percent of Statewide Transit Total Needs is defined as the percentage of agency total operating and capital budget compared to the states total operating and capital budgets combined. There are is a large need for transit funding. Together the ridership numbers along with the estimated financial needs were used to analyses the transit agencies.

Data Source: Transit service Agencies (data only available for GoBus)

Transit Agency Budget as Percent of State Needs (Preservation)

2040 Transit Agency Total Needs as % of Statewide Transit Total Needs	Total Ridership	Indicator
< 0.90%	< 1 Million	Green
0.90% - 1.0%	-	Yellow
> 1.0%	> 1 Million	Red

4.2.7 Performance Attributes Summary

Table 4-1 presents a summary of the performance attributes that were documented in matrices and compared for each mode of transportation. A complete list of performance attribute matrices can be found in **Appendix B**.

Table 4-1: Corridor Analysis Performance Attributes

	Preservation		Safety				Mobility and Efficiency	
Aviation	Airport Pavement Condition (PCI)	–	Controlled Access to Operating Areas	Perimeter Fencing	General Aviation Security Plan	Airport Hot-Spots (A runway safety area that presents increased risk during surface operations.)	–	–
Bike	Bike Suitability (BLOS)	–	Bike Safety Score	–	–	–	% of Bike Route Off Road	–
Highway	Pavement Performance	Bridge Performance	Highway Fatalities per Million VMT	Serious Injuries per Million VMT	–	–	2010 Congestion (V/C)	2040 Congestion (V/C)
Maritime	Lock and Dam Condition	Lock and Dam Year of Last Reconstruction	Annual Dredging Volume (cubic yards)	–	–	–	–	–
Rail	% Track Capable of Carrying 286,000 lbs.	–	# Passive Rail Grade Crossings	#Fatalities per year at Grade Crossings	#Injuries per year at Grade Crossings	–	–	–

5. REGIONAL TRANSPORTATION NEEDS (RTN)

From a statewide corridor perspective, ODOT is responsible for:

- Addressing continuity gaps, and missing or congested segments in the transportation system;
- Removing transportation barriers to economic vitality, and ensuring its transportation strategies help existing businesses grow;
- Attracting new businesses and jobs, while avoiding a transportation system imbalance that results in businesses merely relocating or shifting locations within the state.

Using the corridor analysis described in **Section 4**, ODOT identified locations and issues with these type conditions that ODOT is responsible for addressing. These are locations and issues that, based on the corridor analysis, are recommended as needing attention or further study. These locations are defined as Regional Transportation Needs (RTNs). A RTN is a critical transportation deficiency that merits additional study in order to maintain a world class transportation system. **Table 5-1** identifies the thresholds that were used to determine the RTNs / critical needs for corridor segments within each mode of transportation.

Table 5-1: Critical Corridor Segment Need Thresholds

Transportation Mode	Corridor Segment Need Thresholds
Aviation	any airport with: ▪ 2 or more hotspots
Bike	any segment with: ▪ A Bicycle Level of Service of "E" of "F" ▪ A bike safety score over 0.75
Highway	any segment with: ▪ A Pavement Condition Rating over 75 ▪ A bridge General Appraisal Score of 5 or less ▪ A fatality AND serious injury score over twice the state average ▪ 2010 V/C greater than 1.0 ▪ 2040 V/C greater than 1.0
Maritime	any segment with: ▪ Any failing dams ▪ Any dam that exceeds the service life of 50 years ▪ Any port with dredging over 0.5 million cubic yards per year
Rail	any segment with: ▪ Passive rail grade crossings ▪ Unable to carry the industry standard 286,000 lbs. ▪ Fatalities AND serious injuries
Transit	any transit agency with: ▪ Over 1 Million riders ▪ 2040 financial needs greater than 1% of the states total transit needs

In addition to selecting critical needs based on STS corridor segment thresholds, ODOT reached out to stakeholders around Ohio to review and determine other critical regional transportation needs. The stakeholders that ODOT consulted with included representatives from Ohio Metropolitan Planning Organizations, Ohio Regional Transportation Planning Organizations, ODOT Districts, the Ohio Rail Development Commission, maritime staff, and bike/ pedestrian professionals. Based on this outreach, the RTNs were adjusted to reflect local knowledge and priorities of stakeholders most familiar with these critical need locations and issues.

In total, ODOT along with stakeholder involvement agreed on and identified 55 regional transportation needs. A list of RTNs in the northwest, northeast, southwest, southeast, and central regions of the state are shown in **Appendix A**. The critical multi-modal transportation needs for each region of Ohio are composed of STS facilities that have safety, mobility and efficiency, or preservation problems.

6. UTILIZING THE STRATEGIC TRANSPORTATION SYSTEM CORRIDOR ANALYSIS

The AO40 corridor analysis focuses on defining, rating and analyzing only "significant" transportation infrastructures, services and facilities. Highway, rail, maritime, bike, aviation, and transit corridors are designated as "Corridors of Significance." These corridors:

- Connect Ohio's key urban population and employment areas within and outside the state;
- Provide the highest level of transportation services for Ohio's citizens, businesses, and industries, and;
- Carry the highest volumes of people and freight within and through the state.

Each of the regional transportation needs (RTNs) that was identified in the corridor analysis is located on the Strategic Transportation System (STS). The RTNs represent the state's most critical multi-modal transportation needs and will help ODOT program managers to prioritize transportation facility improvements that will have maximum statewide impacts. It is important to note that discretionary funding will not solely be invested into the RTNs, as ODOT strives to provide a balanced program of projects that address needs at multiple scales throughout the state.

APPENDIX A: RTNS BY REGION

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

Northwest Region (7)

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

Southeast Region (6)

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

Southwest Region (12)

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, 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

Central Region (13)

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)
Indicators (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-270 to Lancaster Bypass) Franklin, Fairfield Counties
Indicator(s): Mobility and Efficiency

K. US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties
Indicators(s): Safety

L. Short Line Railroads
Indicator(s): Preservation, Safety

M. Central Ohio Transit Authority Operating Budget, Franklin County
Indicator(s): Preservation

APPENDIX B: CORRIDOR ANALYSIS SPREADSHEET PER MODE

Aviation			Corridor Characteristics															Performance Attribues				
Corridor Designation				Volume				Classification			Connectivity							Preservation	Safety			
Mode / classification	*Corridor name: location/logical segment*		*# of Connecting Cities*	*Annual enplanements*	*Annual air cargo weight (tons)*	*# based aircraft*	*Airport economic impact (from Aviation study- more than $5 million or less than $1 million)*	*Type based aircraft (jet, turbo, twin-or single-engine piston)*	*length longest runway*	*Instrument Approach System*	*MPOs served by drive time*	*2010 Population w/I 45 minute drive*	*2040 Population w/I 45 minute drive*	*% change Population w/I 45 minute drive*	*2010 Population w/I 90 minute drive*	*2040 Population w/I 90 minute drive*	*% change Population w/I 90 minute drive*	*Airport Pavement Condition (PCI)*	*Controlled Access to Operating Areas*	*Perimeter Fencing*	*General Aviation Security Plan*	*Airport Hot-Spots (A runway safety area that presents increased risk during surface operations.)*
	National																					
Akron/Canton	Akron-Canton Regional	CAK	13	788,158	65	147	$357,700,000	73 SE, 25 ME, 38 Jets, 1 Heli, 10 Military	8,204	P	SCATS, Eastgate, AMATS, NOACA, RCRPC, BHJTS, Bel-O-Mar, ERPC	N/A	N/A	N/A	4532919	4668049	3%		Yes	Complete	No	3
Columbus	Port Columbus International	CMH	33	3,144,548	3,181	83	$2,200,000,000	35 SE, 10 ME, 35 Jets, 3 Heli	10,125	P	MORPC, LCATS, RCRPC, CCSTS, MVRPC, OKI, LACRPC	N/A	N/A	N/A	3961162	4743749	20%		Yes	Complete	Yes	3
	Rickenbacker international	LCK	1	6129	69748	28	$548,000,000	4 SE, 3 ME, 2 Jets, 19 Military	12,102	P	MORPC, LCATS, RCRPC, CCSTS, MVRPC, OKI	N/A	N/A	N/A	3822961	4597236	20%		Yes	Complete	Yes	0
Cincinnati	Cincinnati/Northern Kentucky International Airport	CVG	53	3,033,536	599,780	7	$3,600,000,000	3 SE, 3 ME, 1 Jets	12,000	P		N/A	N/A	N/A					Yes	Complete	Yes	0
Cleveland	Cleveland-Hopkins International	CLE	Over 70	9,200,000	77,347	33	$3,400,000,000	5 SE, 6 ME, 18 Jets, 4 Military	9,956	P	ERPC, NOACA, AMATS, SCATS, RCRPC, Eastgate	N/A	N/A	N/A	4145036	4260244	3%		Yes	Complete	Yes	2
Dayton	James M. Cox Dayton International	DAY	16	1,304,313	10,069	31	$1,000,000,000	17 SE, 9 ME, 5 Jets	10,901	P	MVRPC, OKI, CCSTS, MORPC	N/A	N/A	N/A	4335535	5029790	16%		Yes	Complete	Yes	1
Toledo	Toledo Express	TOL	4	78,423	254,794	69	$639,900,000	21 SE, 17 ME, 7 Jets, 21 Military	10,599	P	TMACOG, ERPC, LACRPC	N/A	N/A	N/A	1298231	1299029	0%		Yes	Complete	No	0
Youngstown	Youngstown-Warren regional	YNG	3	34,957	0	49	$289,700,000	24 SE, 10 ME, 3 Jets, 12 Military	9,003	P	Eastgate, SCATS, AMATS, NOACA, BHJTS	N/A	N/A	N/A	3645278	3721182	2%		Yes	Complete	Yes	2
	Statewide																					
Columbus	Bolton Field	TZR	NA	0	0	82	$10,700,000	74 SE, 5 ME, 2 Je	5,500	P	MORPC, LCATS, CCSTS, MVRPC	1828143	2380722	30%	N/A	N/A			Yes	Complete	Yes	0
	Ohio State University	OSU	NA	0	0	167	$103,600,000	124 SE, 25 ME, 1	5,004	P	MORPC, LCATS, CCSTS	1814885	2344353	29%	N/A	N/A			Yes	Complete	Yes	4
Cincinnati	Butler County Regional	HAO	NA	0	0	172	$14,100,000	138 SE, 25 ME, 6	5,500	P	OKI, MVRPC	1968472	2202963	12%	N/A	N/A			Yes	Complete	Yes	0
	Cincinnati Municipal-Lunken Field	LUK	NA	820	0	193	$171,600,000	122 SE, 17 ME, 5	6,101	P	OKI	1505323	1721124	14%	N/A	N/A			Yes	Complete	Yes	4
Cleveland	Burke Lakefront	BKL	NA	1,301	337	31	$48,500,000	14 SE, 4 ME, 6 Je	6,195	P	NOACA, AMATS, ERPC	2050146	2091951	2%	N/A	N/A			Yes	Complete	Yes	0
	Cuyahoga County	CGF	NA	6	0	133	$183,000,000	59 SE, 16 ME, 56	5,102	P	NOACA, AMATS	1919885	1948107	1%	N/A	N/A			Yes	Complete	Yes	0
	Lorain County regional	LPR	NA	0	0	88	$37,700,000	72 SE, 9 ME, 2 Je	5,002	P	ERPC, NOACA, AMATS	1721351	1779286	3%	N/A	N/A			Yes	Complete	Yes	0
	Medina Municipal	1G5	NA	0	0	54	$3,000,000	46 SE, 7 ME, 1 He	3,556	NP	NOACA, AMATS	2532251	2626616	4%	N/A	N/A			Yes	Partial	Yes	0
	Willoughby Lost Nation Municipal	LNN	NA	0	0	75	$7,200,000	58 SE, 14 ME, 3 J	5,028	APV	NOACA, AMATS	1556548	1565533	1%	N/A	N/A			Yes	Complete	No	0
Dayton	Dayton Wright Brothers	MGY	NA	0	0	92	$16,800,000	74 SE, 14 ME, 2 J	5,000	APV	OKI, MVRPC, CCSTS	1784127	2037445	14%	N/A	N/A			Yes	Complete	No	0
Toledo	Toledo Executive	TDZ	NA	0	0	51	$12,000,000	34 SE, 16 ME, 1 J	5,829	NP	TMACOG, ERPC	786107	777698	-1%	N/A	N/A			Yes	Complete	Yes	0

Bike			Corridor Characteristics									Performance Attributes	
Corridor Designation					Classificiation			Connectivity				Preservation	Safety
Mode / classification		*Corridor name: location/logical segment*	*miles/ segment*	*% of Bike Route Off Road*	*AASHTO Bike Route Desgination*	*Ohio Bike Route Designation*	*CMAQ Eligiable Areas*	*Communities Greater than 5K*	*# of inter-city transit service connections*	*MPO (s) (Names)*	*MPO areas population*	*Bike Suitability (BLOS)*	*Bike Safety Score*
	National												
21	1	NBR 50A (Columbus) to NBR 21/40 (Canton)	114.54	51%	Yes	N/A	Columbus-Newark	Massillon, Mount Vernon	2	MORPC, LCATS, SCATS	2,083,621	A	0.01
	2	NBR 21/40 (Canton) to NBR 30 (Cleveland)	53.70	95%	Yes	N/A	Cleveland-Akron	Barberton, Cuyahoga Falls, Akron, New Franklin, Cleveland	5	AMATS, NOACA	3,038,219	A	0.09
21/25	1	Southern state border (Cincinnati) to NBR 25 (Xenia)	68.25	82%	Yes	N/A	Cincinnati, Dayton-Springfield	Xenia, Milford, Indian Hill, Cincinnati, Loveland	3	OKI, MVRPC	2,634,447	A	0.16
21/40	1	NBR 40 (Clinton) to NBR 21 (Canton)	11.46	100%	Yes	N/A	Cleveland-Akron, Canton	Canal Fulton	0	AMATS, SCATS	1,137,286	A	0.00
21/50	1	NBR 25 (Xenia) to NBR 21/50A (Columbus)	74.75	82%	Yes	N/A	Dayton-Springfield, Columbus-Newark	Westerville, Columbus, London, Xenia	2	MVRPC, CCSTS, MORPC	2,722,738	A	0.12
21/50A	1	NBR 21/50 (Columbus) to NBR 50A (Columbus)	8.17	94%	Yes	N/A	Columbus-Newark	Westerville	0	MORPC	1,482,383	A	0.00
25	1	NBR 25/50 (Dayton) to SBR 40 (Lima)	84.10	49%	Yes	N/A	Dayton-Springfield, Lima	Lima, Dayton, Huber Heights, Riverside, Piqua, Tipp City, Troy, Wapakoneta, Vandalia	3	MVRPC, LACRPC	1,142,498	B	0.02
	2	SBR 40 (Lima) to SBR 30 (Toledo)	87.35	18%	Yes	N/A	Lima, Toledo	Maumee, Bowling Green, Toledo, Waterville	5	LACRPC, TMACOG	858,004	B	0.15
25/30	1	NBR 30 (Toledo) to Northern State Border	6.49	8%	Yes	N/A	Toledo	Toledo	1	TMACOG	624,723	D	0.15
25/40	1	NBR 25 (Lima) to NBR 40 (Lima)	2.29	12%	Yes	N/A	Lima	Lima	2	LACRPC	134,073	D	0.44
25/50	1	NBR 25 (Dayton) to NBR 21 (Xenia)	18.01	100%	Yes	N/A	Dayton-	Dayton, Riverside,	1	MVRPC	954,160	A	0.17
30	1	NBR 30 (Toledo) to SBR 65 (Norwalk)	62.85	53%	Yes	N/A	Toledo	Clyde, Fremont,	1	TMACOG	700,652	B	0.08
	2	SBR 65 (Norwalk) to NBR 21 (Cleveland)	69.62	33%	Yes	N/A	Cleveland-	North Ridgeville,	5	ERPC,	2,461,284	C	0.33
	3	NRB 21 (Cleveland) to NBR 40 (Rock Creek)	61.15	32%	Yes	N/A	Cleveland-	Willowick, Mentor,	3	NOACA	2,362,114	B	0.47
30/40	1	NBR 30 (Rock Creek) to Eastern State Border	30.76	48%	Yes	N/A	Cleveland-	Ashtabula	1	--	290,612	A	0.00
30A	1	NBR 30 (Fremont) to NBR 21 (Cleveland)	82.61	14%	Yes	N/A	Cleveland-	Fremont, Huron,	2	ERPC,	2,373,116	B	0.29
	2	NBR 30 (Elyria) to NBR 30A (Lorain County)	12.05	50%	Yes	N/A	Cleveland-	Sheffield Lake,	2	NOACA	2,134,613	B	0.00
40	1	Indiana State border to NBR 25 (Lima)	58.30	0%	Yes	N/A	Lima	Lima	2	LACRPC	166,427	B	0.00
	2	NBR 25 (Lima) to SBR 39 (Upper Sandusky)	65.10	0%	Yes	N/A	Lima	Upper Sandusky,	4	LACRPC	151,840	C	0.02
	3	SBR 39 (Upper Sandusky) to NBR 21 (Canton)	107.97	3%	Yes	N/A	Cleveland-	Upper Sandusky,	3	RCRPC,	983,116	C	0.06
	4	NBR 21 (Canton) to Youngstown	63.71	15%	Yes	N/A	Canton,	Canton, Massillon	4	SCATS,	1,993,983	C	0.03
	5	Youngstown to NBR 30 (Rock Creek)	49.58	89%	Yes	Yes - 95	Youngstown,	Canfield, Warren,	0	Eastgate	554,128	A	0.00
40A	1	Indiana State Border to NBR 25 (Toledo)	64.72	73%	Yes	N/A	Toledo	Maumee,	1	TMACOG	633,057	A	0.00
50	1	Indiana State Border to SBR 25 (Dayton)	45.80	35%	Yes	N/A	Dayton-	Dayton, Trotwood,	1	MVRPC	914,098	C	0.20
	2	SBR 21/50 (Columbus) to NBR 50A (Steubenville)	149.31	13%	Yes	N/A	Columbus-	Westerville,	0	MORPC,	1,807,408	C	0.00
50A	1	SBR 21 (Columbus) to SBR 50 (Newark)	24.50	39%	Yes	N/A	Columbus-	--	0	MORPC,	1,601,407	B	0.16
	2	SBR 50 (Steubenville) to eastern state border	6.56	0%	Yes	N/A	Steubenville-	Steubenville	0	BHJTS	93,827	D	0.15

Bike			Corridor Characteristics									Performance Attributes	
Corridor Designation					Classificiation			Connectivity				Preservation	Safety
Mode / classification		*Corridor name: location/logical segment*	*miles/ segment*	*% of Bike Route Off Road*	*AASHTO Bike Route Desgination*	*Ohio Bike Route Designation*	*CMAQ Eligiable Areas*	*Communities Greater than 5K*	*# of inter-city transit service connections*	*MPO (s) (Names)*	*MPO areas population*	*Bike Suitability (BLOS)*	*Bike Safety Score*
	Statewide												
SBR 10	1	NBR 21/25 (Cincinnati) to SBR 47 (Portsmouth)	113.23	1%	N/A	Yes	Cincinnati, Huntington-Ashland-Ironton	Cincinnati	5	OKI	1,698,522	C	0.13
	2	SBR 47 (Portsmouth) to SBR 65 (Ironton/Hunington)	38.95	0%	N/A	Yes	Huntington-Ashland-Ironton	Portsmouth, Ironton	2	KYOVA	107,638	C	0.15
SRB 20	1	NBR 21 (Xenia) To SBR 47 (Chilicothe)	62.57	72%	N/A	Yes	Dayton-Springfield	Washington Court House, Xenia, Chillicothe	1	MVRPC	927,623	A	0.02
	2	SBR 47 (Chilicothe) to SBR 65 (Athens Area)	52.26	14%	N/A	Yes	--	Chillicothe	1	--	36,735	C	0.02
	3	SBR 65 (Athens Area) to SBR 77 (Marietta)	65.10	24%	N/A	Yes	Parkersburg-Marietta	Marietta, Athens	7	WWIPC	109,428	A	0.03
SBR 20/65	1	SBR 65 to SBR 65 (Athens County)	9.31	0%	N/A	Yes	--	--	2	--	8,051	C	0.11
SBR 23	1	NBR 21 (Xenia) to SBR 28 (Springfield)	20.37	92%	N/A	Yes	Dayton-Springfield	Springfield, Xenia	1	MVRPC, CCSTS	1,038,606	A	0.00
	2	SBR 28 (Springfield) to NBR 25	49.49	20%	N/A	Yes	Dayton-Springfield	Springfield	1	CCSTS	217,583	A	0.06
SBR 28	1	SBR 23 (Springfield) to NBR 21/50	19.11	0%	N/A	Yes	Dayton-Springfield, Columbus-Newark	Springfield	1	CCSTS	187,913	C	0.10
SBR 32	1	NBR 21/50 (Columbus) SBR 65 (Lancaster)	45.46	37%	N/A	Yes	Columbus-Newark	Lancaster, Bexley, Canal Winchester, Columbus, Groveport	5	MORPC	1,581,680	B	0.00
SBR 39	1	NBR 21/50 (west Columbus) to SBR 52 (Delaware)	42.41	0%	N/A	Yes	Columbus-Newark	Delaware, Dublin	0	MORPC	1,511,984	C	0.02
	2	SBR 52 (Delaware) to NBR 40 (south)	29.16	0%	N/A	Yes	Columbus-Newark	Delaware	1	MORPC	1,474,191	C	0.07
	3	NBR 40 (north) to NBR 25 (Findlay)	35.95	25%	N/A	Yes	--	Upper Sandusky, Findlay	1	--	57,045	A	0.06
SBR 42	1	SBR 77 to SBR 95 (Wheeling)	38.38	0%	N/A	Yes	Wheeling-Bridgeport	--	0	Bel-O-Mar	97,994	B	0.03
SBR 47	1	SBR 10 (Portsmouth) to SBR 20 (Chillicothe)	50.06	0%	N/A	Yes	Huntington-Ashland-Ironton	Chillicothe	4	--	57,652	E	0.08
	2	SBR 20 (Chilicothe) to NBR 21/50 (Columbus)	52.52	1%	N/A	Yes	Columbus-Newark	Columbus, Groveport, Chillicothe, Circleville	4	MORPC	1,583,148	D	0.25
	3	NBR 21/50 (Columbus) to SBR 39 (Dublin)	27.53	46%	N/A	Yes	Columbus-Newark	Columbus, Dublin, Grandview Heights, Worthington	2	MORPC	1,652,222	B	0.07
SBR 50	1	NBR 50 (Steubenville) to Eastern State Border	5.32	0%	N/A	Yes	Steubenville-Weirton	Steubenville	0	BHJTS	96,538	E	0.38

Bike			Corridor Characteristics									Performance Attributes	
Corridor Designation					Classificiation			Connectivity				Preservation	Safety
Mode / classification	*Corridor name: location/logical segment*		*miles/ segment*	*% of Bike Route Off Road*	*AASHTO Bike Route Desgination*	*Ohio Bike Route Designation*	*CMAQ Eligiable Areas*	*Communities Greater than 5K*	*# of inter-city transit service connections*	*MPO (s) (Names)*	*MPO areas population*	*Bike Suitability (BLOS)*	*Bike Safety Score*
SBR 50A	3	Steubenville	4.09	0%	N/A	Yes	Steubenville-Weirton	Steubenville	0	BHJTS	84,955	D	0.73
SBR 52	1	SBR 39 (Delaware) to SBR 65	25.51	0%	N/A	Yes	Columbus-Newark	Delaware	0	MORPC	1,472,280	C	0.27
SBR 62	1	NBR 21 (Masilon) to NBR 50 (Stubenville)	64.58	20%	N/A	Yes	Canton, Steubenville-Weirton	Massillon	0	SCATS, BHJTS	523,061	B	0.00
SBR 62/77	1	SBR 62 to SBR 77 (southeast of Canton)	0.42	0%	N/A	Yes	Canton	--	0	SCATS	382,100	D	0.00
SBR 65	1	SBR 10 (Ironton / Hunington) to SBR 20 (Athens area)	77.56	0%	N/A	Yes	Huntington-Ashland-Ironton	Ironton	2	KYOVA	93,829	C	0.00
	2	SBR 20 to NBR 50 (Newark)	66.50	11%	N/A	Yes	Columbus-Newark	Heath, Newar, Nelsonville	3	LCATS	220,256	A	0.03
	3	NBR 50 (Newark) to NBR 40 (Mansfield)	38.21	10%	N/A	Yes	Columbus-Newark	--	2	LCATS, RCRPC	304,365	A	0.00
	4	NBR 40 (Mansfield) to NBR 30 (Sandusky)	38.65	0%	N/A	Yes	--	Mansfield, Norwalk	2	RCRPC	192,614	C	0.03
SBR 68	1	NBR 21 (Akron) to NBR 40 (Canton)	19.03	0%	N/A	Yes	Cleveland-Akron	Akron	2	AMATS	812,762	C	0.79
SBR 70	1	NBR 21 (Akron) to NBR 40 (Youngstown)	39.55	0%	N/A	Yes	Cleveland-Akron, Youngstown	Akron, Tallmadge	2	AMATS, Eastgate	1,268,931	D	0.10
	2	NBR 40 (Youngstown) to State Border (PA)	17.22	14%	N/A	Yes	Youngstown	Struthers, Youngstown	1	Eastgate	537,262	D	0.17
SBR 71	1	NBR 40 to NBR 30 (Cleveland)	63.21	29%	N/A	Yes	Cleveland-Akron	Brunswick, Medina, Berea, Brook Park, Lakwood, Cleveland, Fairview Park, Strongsville, Middleburg Heights, North Olmsted	4	NOACA	2,298,231	B	0.27
SBR 77	1	SBR 20 (Marietta) to NBR 50	67.98	0%	N/A	Yes	Parkersburg-Marietta	Marietta	3	WWWIPC	76,160	A	0.04
	2	NBR 50 to NBR 40 (Canton)	63.82	2%	N/A	Yes	Canton	Canton	2	SCATS	458,770	B	0.00
SBR 80	1	NBR 30 (Cleveland) to NBR 40 (North Youngstown)	51.92	3%	N/A	Yes	Cleveland-Akron, Youngstown	Beachwood, Cleveland, Cleveland Heights, Pepper Pike, Shaker Heights	2	NOACA, Eastgate	2,969,772	C	0.13
SBR 92	1	NBR 30 to NBR 30A	14.26	0%	N/A	Yes	--	Huron	0	ERPC	99,244	B	0.00
SBR95	1	SBR 42 (Wheeling) to NBR 50 (Stubenville)	40.94	0%	N/A	Yes	Wheeling-Bridgeport, Steubenville-Weirton	Martins Ferry, Steubenville	0	Bel-O-Mar, BHJTS	185,225	C	0.05
	2	NBR 50 (Stubenville) to NBR 40 (South Youngstown)	68.54	24%	N/A	Yes	Steubenville-Weirton, Youngstown	--	0	BHJTS, Eastgate	578,893	B	0.00

Highway			Corridor Characteristics																		Performance Attribues					
Corridor Designation				Volume									Classification		Connectivity					Preservation		Safety		Mobility and Efficiency	
Mode / classification		*Corridor name: location/logical segment*	*miles/ segment*	*2010 ADT*	*2040 ADT*	*% Change ADT*	*2010 ADTT*	*2040 ADTT*	*% Change ADTT*	*New Weighted Volume of Segment**	*2040 Poor LOS Rural (FC 1-9)*	*2040 Poor LOS Urban (FC 10+)*	*% Centerline Miles with Poor LOS Score*	*State Functional Classification*	*Part of the State Evacuation Plan*	*MPO (s) (Names)*	*# of Jobs*	*5-Mile Bandwidth Population*	*# of Multimodal Facilities***	*County*	*Pavement Condition*	*Bridge Condition*	*Highway Fatalities per million VMT*	*Highway Serious Injuries per million VMT*	*2010 Congestion (V/C)*	*2040 Congestion (V/C)*
National																										
I-75	1	State Border to I-275	16.55	147014	175353	19%	20870	29135	40%	233,629	0	17	100%	11	Yes	OKI	333,853	646,735	9	HAM	80	7	1.51	17.81	1.28	1.29
	2	I-275 to I-675	26.13	100435	148206	48%	20789	31464	51%	211,131	0	26	100%	11	Yes	OKI	288,141	545,053	0	BUT, HAM, MOT, WAR	95	8	1.65	6.10	0.81	1.12
	3	I-675 to I-70	18.46	94848	105343	11%	13439	17431	30%	140,208	0	17	92%	11	Yes	MVRPC	255,409	516,410	0	MOT	93	6	2.86	19.99	0.92	1.03
	4	I-70 to US 33	49.46	46266	63589	37%	13537	24758	83%	113,120	17	30	96%	1, 11	Yes	MVRPC	147,854	270,465	5	AUG, MIA, MOT, SHE	86	7	1.02	9.32	0.64	0.97
	5	US 33 to SR 15	46.12	31166	38192	23%	10781	15253	41%	68,692	12	1	28%	1, 11	Yes	LACRPC	102,791	185,361	1	ALL, AUG, HAN	82	6	1.39	11.60	0.51	0.65
	6	SR 15 to 475 South Side of Toledo	35.79	48383	68448	41%	13958	22722	63%	113,885	28	8	100%	1, 11	Yes	TMACOG	128,325	206,745	0	HAN, WOO	82	7	1.73	9.63	0.73	1.08
	7	475 South side of Toledo to State Border	18.41	66263	83140	25%	13909	22638	63%	128,421	0	13	72%	11	Yes	TMACOG	189,183	396,611	9	LUC, WOO	87	6	2.73	19.67	0.74	0.97
I-71	1	Border to I-275	17.51	132761	166093	25%	12291	15420	25%	196,928	0	16	93%	11	Yes	OKI	285,977	564,382	8	HAM	81	6	0.72	11.33	1.10	1.20
	2	I-275 to st rt 35	47.83	47149	68575	45%	12198	16516	35%	101,614	33	11	92%	1, 11	Yes	OKI, MVRPC	179,386	315,175	0	CLI, FAY, GRE, HAM, WAR	85	7	1.77	7.39	0.58	0.80
	3	SR 35 to I-270 South	36.33	41494	52649	27%	12254	16491	35%	85,630	17	6	63%	1, 11	Yes	MORPC	121,744	245,255	0	FAY, FRA, MAD, PIC	82	7	0.66	9.07	0.60	0.76
	4	I-270 South to I-270 North	15.66	116563	131974	13%	12691	16052	26%	164,080	0	16	99%	11	Yes	MORPC	421,848	822,061	1	FRA	80	7	2.56	17.53	1.07	1.17
	5	I-270 North to US 30	57.73	52355	76037	45%	13382	20944	57%	117,929	33	6	67%	1, 11	Yes	MORPC, RCRPC	270,774	468,836	1	DEL, FRA, MRW, RIC	86	8	0.66	6.51	0.61	0.89
	6	US 30 to I-76	33.03	42243	61619	46%	12561	17034	36%	95,694	15	0	46%	1	Yes	RCRPC, NOACA	69,768	124,068	0	ASD, MED, RIC, WAY	89	8	1.19	3.58	0.42	0.59
	7	I-76 to I-80	22.69	47642	60866	28%	5723	7228	26%	75,323	0	1	6%	1, 11	Yes	NOACA	177,112	322,661	1	CUY, MED	92	8	0.31	6.78	0.44	0.55
	8	I-80 to I-90	15.17	100491	116020	15%	3224	3868	20%	123,751	0	10	63%	11	Yes	NOACA	356,821	735,818	9	CUY	88	7	1.75	10.50	0.81	0.91
I-77	1	US 30 to I-76	21.52	84039	99515	18%	9374	12028	28%	123,569	0	20	94%	11	Yes	SCATS, AMATS	284,067	571,849	1	STA, SUM	86	8	0.92	9.03	0.80	0.96
	2	I-76 to I-80	18.29	66306	79610	20%	5892	7776	32%	95,162	0	15	81%	11	Yes	AMATS	179,493	342,222	0	SUM	83	8	1.65	9.62	0.75	0.93
	3	I-80 to I-90	16.03	77269	90593	17%	6212	7254	17%	105,100	0	13	80%	11	Yes	NOACA	276,994	607,009	10	SUM, CUY	92	6	2.42	9.96	0.87	1.02
I-80/I-90	1	State Border to I-75	64.59	21795	24030	10%	9438	9479	0%	42,969	0	0	0%	1, 11	Yes	TMACOG	159,092	303,548	1	FUL, LUC, WIL, WOO	78	n/a	1.18	7.58	0.37	0.40
	2	I-75 to I-80/90 Split	77.37	37506	43654	16%	12638	14473	15%	72,577	0	0	0%	1, 11	Yes	TMACOG, ERPC, NOACA	226,593	429,096	0	ERI, LOR, OTT, SAN, WOO	77	n/a	1.03	5.63	0.39	0.45
	3	I-80/90 Split to I-77	30.41	39210	43318	10%	10753	13226	23%	69,765	0	0	0%	11	Yes	NOACA	290,558	557,421	1	CUY, LOR, SUM	82	8	0.56	6.15	0.44	0.50
	4	I-77 to I-80/76 Split	46.62	34550	38115	10%	10018	12354	23%	62,819	0	6	14%	1, 11	Yes	AMATS, Eastgate	173,480	296,902	0	MAH, POR, SUM, TRU	83	n/a	0.83	8.90	0.38	0.44
	5	I-80/76 Split to State Border	18.08	42757	48683	14%	14661	17469	19%	83,611	4	5	51%	1, 11	Yes	Eastgate	94,495	196,042	0	MAH, TRU	86	7	3.02	8.62	0.67	0.77
I-90	1	I-90/I-80 to I-490	28.75	71539	87477	22%	4656	6148	32%	99,766	0	18	61%	11	Yes	NOACA	376,488	812,891	6	CUY, LOR	85	6	1.62	7.29	0.65	0.80
	2	I-490 to I-271	18.06	110354	119947	9%	5473	6118	12%	132,185	0	11	60%	11	Yes	NOACA	316,066	689,733	15	CUY, LAK	87	5	0.50	14.05	0.79	0.86
	3	I-271 to State Border	55.14	37911	49011	29%	8181	10211	25%	69,442	8	17	44%	1, 11	Yes	NOACA	217,380	410,867	0	ATB, LAK	92	7	1.28	7.34	0.52	0.66
I-70	1	State Border to I-75	33.87	40524	56281	39%	16536	25946	57%	108,169	20	14	98%	1, 11	Yes	MVRPC	112,258	203,448	0	MOT, PRE	85	7	1.94	10.93	0.71	1.02
	2	I-75 to I-675	10.71	58338	79218	36%	15456	25248	63%	129,710	2	6	81%	1, 11	Yes	MVRPC, CCSTS	97,676	192,789	0	CLA, MOT	92	7	2.13	6.40	0.64	0.91
	3	I-675 to US 42	34.52	51098	68973	35%	17441	24379	40%	117,731	16	10	75%	1, 11	Yes	CCSTS	92,648	178,380	0	CLA, MAD	90	7	1.32	9.07	0.70	0.94
	4	US 42 to I-270	13.85	62303	78326	26%	17684	21166	20%	120,653	7	7	100%	1, 11	Yes	MORPC	162,936	284,408	1	FRA, MAD	79	7	0.39	5.80	0.66	0.80
	5	I-270 West to I-270 East	15.84	105488	124738	18%	11641	13642	17%	152,026	0	14	91%	11	Yes	MORPC	405,885	773,426	5	FRA	86	7	1.40	15.56	0.96	1.08
	6	I-270 East to I-77	71.30	44275	63889	44%	12586	16496	31%	96,879	44	22	93%	1, 11	Yes	MORPC, LCATS	238,834	467,837	1	FAI, FRA, GUE, LIC, MUS	89	6	2.11	7.39	0.64	0.87
	7	I-77 to State Border	45.50	30856	45313	47%	11542	16518	43%	78,353	36	3	86%	1, 11	Yes	Bel-O-Mar	42,808	96,746	0	BEL, GUE	82	6	0.95	8.55	0.50	0.73
I-74	1	State Border to I-75	19.47	52033	82332	58%	5693	10528	85%	103,394	0	16	81%	11	Yes	OKI	235,918	474,035	1	HAM	84	6	1.32	10.20	0.68	1.08
I-76	1	I-71 to I-77	22.57	51250	63758	24%	9137	11434	25%	86,624	1	13	65%	1, 11	Yes	NOACA, AMATS	209,964	409,558	0	MED, SUM	81	7	1.15	21.33	0.69	0.86
	2	I-77 to I-80/76 Split	36.29	42851	50996	19%	10490	12552	20%	76,096	10	10	54%	1, 11	Yes	AMATS, Eastgate	228,158	439,575	1	MAH, POT, SUM	88	7	2.14	11.15	0.61	0.72
	3	I-80/76 Split to State Border	22.27	20922	27536	32%	5472	7015	28%	41,568	0	0	0%	1, 11	Yes	Eastgate	96,517	180,341	0	MAH	81	na	0.00	5.72	0.31	0.40
Statewide Primary																										
I-77	1	State Border to I-70	44.11	16409	21327	30%	3771	4765	26%	30,864	0	0	0%	1, 11	No	WWWIPC	39,258	82,240	0	GUE, NOB, WAS	87	6	1.38	4.61	0.23	0.30
	2	I-70 to US 30	60.14	23951	28691	20%	5147	5873	14%	40,436	0	1	1%	1, 11	Yes	SCATS	142,054	280,368	1	GUE, STA, TUS	81	6	1.39	6.48	0.34	0.41
US 23 / US 15	1	State Border to US 35	88.71	17530	19807	13%	1432	1691	18%	23,217	0	0	0%	2, 12, 14	No	KYOVA	86,673	203,448	15	LAW, PIK, ROS, SCI	87	6	2.14	21.66	0.29	0.32
	2	US35 to I-270 south	37.34	24309	26426	9%	3244	3687	14%	33,801	0	0	0%	2, 12, 14	No	MORPC	115,963	240,128		FRA, PIC, ROS	83	7	2.57	19.10	0.45	0.49
	3	I-270 north to US 42	13.69	35055	42462	21%	3214	3966	23%	50,388	1	8	64%	2, 12, 14	No	MORPC	213,676	375,119		DEL, FRA	93	7	1.39	21.53	0.84	1.01
	4	US 42 to I-75	70.58	18197	24885	37%	4316	5292	23%	35,462	1	0	2%	2, 12, 14	No	MORPC	122,022	207,804		DEL, MAR, WAY	85	7	1.56	14.02	0.28	0.37
US 33	1	State Border to I-270 South	105.96	17939	22197	24%	1729	2195	27%	26,602	5	6	10%	2, 12, 14	No	MORPC	228,036	461,364		ATH, FAI, FRA	89	7	1.40	14.74	0.29	0.35
	2	I-270 Northwest to I-75	108.17	13847	19229	39%	2281	2685	18%	29,754	24	5	26%	2, 12, 14	No	MORPC	185,135	305,484		AUG, FRA, LOG, UNI	87	7	1.56	12.68	0.24	0.31
US 35	1	State Border to US 23	59.43	12476	12810	3%	3939	4300	9%	21,431	0	0	0%	2, 12, 14	No	--	50,881	110,400		GAL, JAC, ROS	91	7	2.25	15.29	0.20	0.21
	2	US 23 to I-71	40.24	11334	14800	31%	3217	4563	42%	23,915	0	0	0%	2, 12	No	--	49,488	97,237		FAY, ROS	88	7	2.19	3.65	0.17	0.23
	3	I-71 to I-75	37.37	27347	32961	21%	3558	5313	49%	43,576	0	6	17%	2, 12	No	MVRPC	200,200	429,000		FAY, GRE, MOT	87	6	0.98	19.57	0.41	0.50
US 30	1	State Border to I-75	48.35	11696	14366	23%	4592	4816	5%	23,986	0	0	0%	2, 14	No	LACRPC	60,033	96,303		ALL, PAU, PUT, VAN	89	7	1.18	17.68	0.19	0.22
	2	I-75 to US 23	35.37	7370	8863	20%	3333	3780	13%	16,426	0	0	0%	2	No	LACRPC	32,625	50,719		ALL, HAN, WYA	91	8	0.00	3.84	0.13	0.15
	3	US 23 to I-71	45.51	14907	19829	33%	4250	5519	30%	30,869	0	2	4%	2, 12, 14	No	RCPRC	83,118	157,103		CRA, RIC, WYA	86	7	2.40	11.06	0.24	0.31
	4	I-71 to I-77	56.70	17792	23060	30%	3854	4273	11%	31,602	0	0	0%	2, 12	No	SCATS	179,911	357,483		ASD, RIC, STA, WAY	83	7	2.31	13.55	0.26	0.33
Statewide Secondary																0.00										
OH 7/11	1	I-470 to US 22	26.13	16667	21903	31%	1942	2182	12%	26,272	0	0	0%	2, 12, 14	No	BHJTS	39,842	83,160		BEL, JEF	86	6	0.77	14.55	0.26	0.33
	2	US 22 to I-76	55.79	13655	17469	28%	1860	2111	13%	21,697	0	0	0%	2, 12, 14	No	BHJTS, Eastgate	116,023	237,724		COL, JEF	83	7	1.75	7.87	0.19	0.24
	3	I-76 to I-680	6.96	31605	31766	1%	2876	2980	4%	37,731	0	0	0%	12	No	Eastgate	93,297	189,344		MAH	87	7	1.52	3.03	0.44	0.44
	4	I-80 to US 20	53.50	11252	13503	20%	1560	1599	3%	16,700	0	0	0%	2, 12	No	Eastgate	124,803	249,281		ATB, TRU	89	7	-	-	0.15	0.18
US 33	3	I-75 to State Border	37.85	7828	9752	25%	2306	2483	8%	14,724	10	0	27%	2, 12, 14	No	--	37,585	58,999		AUG, MER, VAN	86	7	0.00	15.74	0.21	0.25
US 127/SR 49	1	I-70 to US 127 Greenville	20.10	8018	8626	8%	965	1208	25%	11,040	15	0	77%	2, 14	No	MVRPC	55,082	103,958		DAR, MIA, MOT	88	6	2.25	15.29	0.30	0.33
	2	SR 49 Greenville to US 33	41.18	5092	6271	23%	750	888	18%	8,047	1	0	2%	2, 6, 12, 14	No	--	44,146	78,218		DAR, MER	83	7	2.19	3.65	0.18	0.22
	3	US 33 to US 30	16.20	6499	7657	18%	2182	2627	20%	12,911	12	0	76%	6, 14	No	--	17,544	29,210		MER, VAN	91	7	0.98	19.57	0.33	0.39
SR 4	1	I-75 to I-275	29.86	20431	23670	16%	1299	1469	13%	26,609	0	2	7%	14	No	MVRPC	267,017	520,028		BUT, HAM, WAR	82	7	3.82	48.08	0.55	0.62

Highway			Corridor Characteristics																		Performance Attribues					
Corridor Designation				Volume										Classification		Connectivity					Preservation		Safety		Mobility and Efficiency	
Mode / classification		*Corridor name: location/logical segment*	*miles/ segment*	*2010 ADT*	*2040 ADT*	*% Change ADT*	*2010 ADTT*	*2040 ADTT*	*% Change ADTT*	*New Weighted Volume of Segment+*	*2040 Poor LOS Rural (FC 1-9)*	*2040 Poor LOS Urban (FC 10+)*	*% Centerline Miles with Poor LOS Score*	*State Functional Classification*	*Part of the State Evacuation Plan*	*MPO (s) (Names)*	*# of Jobs*	*5-Mile Bandwidth Population*	*# of Multimodal Facilities***	*County*	*Pavement Condition*	*Bridge Condition*	*Highway Fatalities per million VMT*	*Highway Serious Injuries per million VMT*	*2010 Congestion (V/C)*	*2040 Congestion (V/C)*
US 32	1	I-275 to US 23	75.26	12485	15444	24%	1622	2007	24%	19,461	0	2	3%	2, 12, 14	No	OKI	130,994	236,565		ADA, BRO, CLE, HIG, PIK	92	7	2.13	21.28	0.19	0.24
	2	US 23 to State Border	91.78	7840	9684	24%	1042	1130	8%	11,963	2	0	2%	2, 12, 14	No	WWWIPC	64,554	135,514		ATH, JAC, MEG, PIK, VIN, WAS	86	7	6.50	31.55	0.11	0.13
US 62	1	I-77 to I-76	41.66	14812	15357	4%	1008	1010	0%	17,367	9	0	23%	, 7, 12, 2, 14, 16, 1	No	SCATS, Eastgate	205,891	414,739		COL, MAH, STA	85	6	4.32	30.25	0.38	0.39
US 20	1	I-75 to I-80	94.87	12328	14393	17%	2053	2176	6%	18,721	11	1	12%	2, 12, 14	No	TMACOG	258,245	465,197		HUR, LOR, SAN, WOO	83	6	3.70	28.77	0.28	0.33
US 250	1	SR 2 to I-77	89.75	7815	9359	20%	1340	1616	21%	12,601	31	3	38%	2, 14	No	ERPC	144,956	271,555		ASD, ERI, HUR, STA, TUS, WAY	81	7	3.80	30.44	0.30	0.36
	2	I-77 to State Border	58.29	10095	13327	32%	1478	1644	11%	16,615	6	0	10%	2, 12, 14	No	BHJTS	63,979	133,279		HAS, JEF, TUS	82	6	5.66	18.13	0.21	0.26
US 422	1	I-271 to I-80	49.73	19098	22783	19%	1643	1910	16%	26,616	5	4	20%	2, 12, 14	No	NOACA, Eastgate	266,111	541,736		CUY, GEA, POR, TRU	80	7	2.46	22.11	0.37	0.42
US 21	1	US 30 to I-76	22.62	17259	22199	29%	1574	1745	11%	25,682	0	0	0%	2, 12, 14	No	AMATS, SCATS	149,024	257,395		STA, SUM, WAY	85	8	1.71	18.79	0.23	0.29
	2	I-76 to I-77	6.19	27758	40510	46%	1997	2747	38%	46,004	0	0	0%	12	No	AMATS	88,486	166,683		SUM	79	8	0.00	9.70	0.38	0.55
US 68	1	I-70 to SR 31	56.14	8534	9684	13%	893	1058	18%	11,824	7	0	13%	2, 6, 12, 14	No	CCSTS	90,824	191,018		CHP, CLA, HAR, LOG	87	7	3.48	36.89	0.25	0.28
	2	SR 31 to SR 15	24.81	5944	8219	38%	1385	2007	45%	12,237	17	0	70%	6, 14	No	--	45,944	74,720		HAN, HAR	94	6	2.26	20.33	0.27	0.38
US 24	1	State Border to I-475 (southwestern side of Toledo)	68.73	10473	11825	13%	3661	3917	7%	19,642	19	2	29%	2, 12, 14	No	TMACOG	120,676	208,066		DEF, HEN, LUC,	PA 82	8	4.16	21.28	0.30	0.32
St Rt 2	1	I-280 to US 250 (Milan Rd in Sandusky)	53.59	14711	16354	11%	2149	2167	1%	20,686	18	2	37%	2, 12, 14	No	ERPC	125,101	251,704		ERI, LUC, OTT	81	7	3.81	27.49	0.32	0.35
	2	US 250 (Milan Rd in Sandusky) to I-90	29.55	29250	31881	9%	3268	3376	3%	38,645	0	0	0%	2, 12	No	NOACA	171,249	253,467		ERI, LOR	88	7	0.77	16.19	0.39	0.43
	3	I-90 to OH 11	43.99	27360	29470	8%	1298	2128	64%	33,728	0	3	8%	2, 12, 14	No	NOACA	208,405	404,304		ATB, CUY, LAK	91	7	1.66	27.42	0.41	0.46
OH 161	1	I-270 North to OH 13 in Newark	26.98	32610	47674	46%	1485	1740	17%	51,162	0	6	21%	2, 12, 14	No	MORPC, LCATS	225,715	414,628		FRA, LIC	84	8	0.38	6.82	0.39	0.55
	2	OH 13 to I-77	55.76	10214	13079	28%	1375	1507	10%	16,097	11	0	20%	2, 12, 14	No	LCATS	81,077	152,070		COS, LIC, MUS, TUS	79	7	5.27	12.88	0.20	0.24
OH 31	1	US 33 to US 68	30.71	5145	8363	63%	1389	1999	44%	12,362	20	0	65%	6, 14, 16	No	--	36,844	64,473		HAR, UNI	85	7	4.22	29.52	0.24	0.38
US 42	1	I-70 to US 23	29.36	7805	12749	63%	1295	1508	16%	15,759	21	3	81%	6, 16	No	MORPC	94,660	151,199		DEL, MAD, UNI	93	8	4.36	39.27	0.33	0.50
	2	US 23 to I-71	7.75	18713	33226	78%	2684	4153	55%	41,532	1	0	15%	2, 14, 16	No	MORPC	48,450	77,195		DEL, MAD, UNI	92	7	2.30	36.77	0.44	0.73
US 23	1	SR 15 to US 20	38.60	4018	4327	8%	752	785	4%	5,889	0	0	0%	2, 14	No	TMACOG	44,242	64,663		SEN, WOO	75	7	0.00	40.85	0.17	0.18
US 127	1	SR 4 to SR 49	50.73	5652	6634	17%	797	893	12%	8,419	3	0	6%	6, 14	No	OKI	143,232	252,308		BUT, DAR, PRE	85	7			0.22	0.26
Beltways and Connectors																										
I-475	1	State Border to I-75	23.05	64390	75821	18%	9375	12201	30%	100,230	0	20	88%	11, 12	Yes	TMACOG	222,069	465,167		WOO, LUC	76	7	0.67	16.62	0.90	1.08
I-280	1	I-75 to I-80/90	12.38	34303	43379	26%	6086	6245	3%	55,879	0	0	1%	1, 11	Yes	TMACOG	115,884	258,694		WOO, LUC	79	7	0.00	19.62	0.43	0.53
I-480	1	I-80 to I-80	38.94	85157	105167	23%	6225	7906	27%	120,959	0	19	49%	11	Yes	NOACA, AMATS	567,176	1,140,277		CUY, LOR, SUM	84	6		9.85	0.74	0.89
I-271	1	I-71 to I-90	40.22	69870	86099	23%	9129	11864	30%	109,836	2	13	37%	1, 11	Yes	NOACA	360,472	704,137		MED, SUM, CUY, LAK	84	7	0.36	7.35	0.63	0.76
I-275	1	State Border (IN) to State Border (KY)	52.52	77136	99115	28%	8383	11980	43%	123,071	5	40	86%	1, 11	Yes	OKI	422,054	791,303		CLE, HAM	88	7	0.91	11.11	0.72	0.94
I-270	1	Start & End at US 33 around Columbus	54.97	106444	154283	45%	12960	19790	53%	193,857		53	97%	11	Yes	MORPC	666,108	1,260,587		FRA	87	7	1.37	10.77	0.93	1.17
US 126	1	I-275 to I-71	12.78	46260	49743	8%	1546	2353	52%	54,447	0	0	0%	0, 12	No	OKI	280,114	541,506		HAM	85	7	1.69	14.10	0.60	0.66
OH 562	1	I-75 to I-71	2.98	66814	75879	14%	4286	4490	5%	84,857	0	3	100%	12	No	OKI	194,861	384,859		HAM	89	6	0.00	21.76	0.91	1.02
US 104	1	I-71 to US 33	4.96	40573	50536	25%	4683	5500	17%	61,535	0	0	4%	12	No	MORPC	201,575	410,490		FRA	77	7	4.97	18.22	0.55	0.68
OH 315	1	I-270 to I-70	11.81	88603	97070	10%	4040	4397	9%	105,863	0	6	55%	12	No	MORPC	394,896	735,735		FRA	84	8	0.00	7.01	0.81	0.88
I-277	1	I-76 to I-77	3.91	59797	70236	17%	3438	4457	30%	79,147	0	0	5%	11	Yes	AMATS	137,408	276,263		SUM	93	8	0.00	11.41	0.55	0.64
I-471	1	I-71 to State Border	0.73	61800	65864	7%	2471	2778	12%	71,421	0	0	30%	11	Yes	OKI	117,918	237,365		HAM	88	6	7.41	7.41	0.69	0.74
I-470	1	I-70 to OH 7	6.69	27849	27127	-3%	4700	4552	-3%	36,229	0	0	0%	1, 11	Yes	Bel-O-Mar	22,630	45,488		BEL	97	6	0.00	5.37	0.33	0.32
I-490	1	I-90 to I-77	2.43	50539	63481	26%	3099	3719	20%	70,917	0	0	7%	11	Yes	NOACA	206,125	476,458		CUY	76	6	8.14	19.00	0.44	0.57
I-670	1	I-70 to I-270	10.43	102967	152874	48%	5295	7301	38%	167,484	0	9	83%	11	Yes	MORPC	371,817	695,363		FRA	85	8	0.93	17.69	0.87	1.11
I-675	1	I-75 to I-70	26.42	58210	73646	27%	6108	8939	46%	91,528	1	12	49%	0, 1, 11	Yes	MVRPC, CCSTS	250,000	495,342		CLA, GRE, MOT	87	7	0.22	8.24	0.64	0.83
I-680	1	I-80 to I-76	16.43	33250	36382	9%	2987	3250	9%	42,879	0	0	0%	1, 11	Yes	Eastgate	123,024	271,172		MAH	84	7	3.05	11.59	0.40	0.43
US 129	1	US 4 to I-75	10.44	32484	56032	72%	2256	3799	68%	63,628	0	7	72%	12, 14	No	OKI	163,153	318,058		BUT	86	6	1.97	9.83	0.48	0.82
OH-8	1	I-271 to I-76	17.90	71867	75876	6%	7725	8556	11%	92,987	0	7	39%	12	No	AMATS	257,890	479,432		SUM	78	7	1.04	16.06	0.70	0.75
SR 18	1	I-71 to I-77	7.51	23192	28408	22%	1340	1447	8%	31,303	0	0	3%	2, 14	No	NOACA, AMATS	73,596	128,505		MED, SUM	84	6	11.48	21.05	0.62	0.75
SR 49/US 35	1	I-75 to I-70	14.45	22532	26931	20%	1121	1545	38%	30,015	0	0	2%	12, 14	No	MVRPC	155,881	344,149		MOT	85	7	5.12	33.79	0.42	0.47
SR 4	2	I-75 to I-70 and I-70 to SR 68	16.42	19637	21080	7%	1628	1725	6%	28,354	1	0	3%	2, 12, 14	No	MVRPC, CCSTS	205,805	450,752		CLA, GRE, MOT	87	7	2.07	27.91	0.27	0.29

Maritime		Corridor Characteristics												Performance Attribues		
Corridor Designation						Volume			Classification				HWY	Preservation		
Mode / classification	*Corridor name: location/logical segment*	*Public Ports*	*Locks and Dam*	*Nautical Miles per Corridor Segment*	*total miles/ corridor*	*Freight Volume Tons / year per Port*	*Total Freight Volume Tons/ year*	*Project Depth Line*	*Federal Maritime Freight Designation*	*Navigable Freight Waterway*	*Leading commodity Per Port by weight*	*Top Three Leading commodity (s) Per Segment*	*# Intermodal Connections per Segment*	Lock and Dam Condition	Lock and Dam year of last reconstruction	*Lake Annual Dredging Volume (Cubic Yards)*
Lake Erie M-90	**M-90 Western Segment:** Ohio's Western Border to Port of Sandusky	Toledo	-	96.4 miles	352 miles	10,720,187.00	270,787,374 tons	25'-28'	M-90	Yes	Iron Ore	Crmat, Coal, Farm	14	-	-	850,000
		Sandusky	-			2,304,141.00		21'-26'			Coal			-	-	240,000
		Huron	-			716,514.00		21'-29'			Sand			-	-	120,000
	M-90 Central Segment: Port of Sandusky to Fairport Harbor	Lorain	-	157.4 miles		852,982.00	283,678,291 tons	27'-28'	M-90	Yes	Sand	Crmat, Coal, Farm	22	-	-	75,000
		Cleveland	-			10,791,326.00		23'-28'			Iron Ore			-	-	225,000
		Fariport Harbor	-			1,498,425.00		21'-25'			Sand			-	-	100,000
	M-90 Eastern Segment: Fariport Harbor to Ohio's Eastern Border	Ashtabula	-	98.1 miles		6,346,279.00	140,145,775 tons	16'-30'	M-90	Yes	Iron Ore	Crmat, Coal, Farm	4	-	-	50,000
		Conneaut	-			3,558,487.00		22'-27'			Iron Ore			-	-	60,000
Ohio River M-70	**M-70 Western Segment:** USACE Louisville District	Cincinnati Port Authority	No Locks and Dam within Ohio's Border	41.7 miles	448 miles	12,708,524	139,080,624 tons	9'	M-70	Yes	Coal	Coal, Crmat, Petrol	14	-	-	-
	M-70 Central Segment: USACE Huntington District	Lawrence County Port Authority	**Meldahl**	320.2 miles		61,521,942	839,457,575 tons	9'	M-70	Yes	General Cargo	Coal, Crmat, Petrol	33	Failing	51	-
			Greenup											Inadequate	54	-
			Robert C. Byrd											Poor	20	-
			Racine											Inadequate	46	-
			Belleville											Good	48	-
			Willow Island											Poor	41	-
	M-70 Eastern Segment: USACE Pittsburgh District	Columbiana County Port Authority	**Hannibal**	86.0 miles		No Data Available	310,055,990 tons	9'	M-70	Yes	Gas/Oil	Coal, Petrol, Manu	23	Poor	54	-
			Pike Island											Poor	41	-
			New Cumberland											Inadequate	50	-
Lake Erie	Maumee River	Port of Toledo	-	180.8 miles	180.8	10,720,187	No Data Available	26'-6"	-	Yes	Grain	No Data Available	15	-	-	-
	Cuyahoga River	Port of Cleveland	-	227.3 miles	227.3	10,791,326	No Data Available	23'	-	Yes	Steel	No Data Available	17	-	-	-

Rail					Corridor Characteristics										Performance Attribues			
Corridor Designation					Volume						Classification		Connectivity		Preservation	Safety		
Segment: RR: Location Description				*Total Miles/ Segment*	*Tonnage Range (Gross Ton Mile)*	*Tons Freight Carried per Year*	*Value of Goods Moved*	*# jobs*	*Primary Commodities Carried*	*# At-Grade Highway Crossing*	*FRA Classification*	*US Freight Significant Corridor Designation*	*MPO*	*Connects to Intermodal Facility*	*% Track Capable of Carrying 286,000 lbs.*	*# Passive rail grade crossings*	*# fatalities /yr @ grade crossings*	*# injuries /year @ grade corssings*
ID	*National*																	
1	1	NS	state border NE	28.9	10.0-19.9					33					yes	0	0	0
2	1	NS	Western state border to	68.8	100+					*62*					*yes*	*0*	0	*0*
	2	NS	Toledo to Cleveland	96.9	60.0-100+					102					yes	0	0	2
3	1	CSXT	North	3.1	20.0-39.9					6					yes	0	0	0
4	1	NS	Toledo north to state border	7.6	20.0-39.9					16					yes	0	0	0
5	1	NS	Toledo to Cleveland	128.0	5.0-59.9					174					yes	0	0	3
	2	NS	Cleveland to eastern state border	88.5	10.0-100+					73					yes	0	1	0
6	1	CSXT	Toledo to Lima	76.2	10.0-59.9					128					yes	0.0	1	0
	2	NS	Lima to Middletown	103.8	20.0-99.9					119					yes	0.0	2	1
	3	NS	Middletown	16.1	20.0-39.9					8					yes	0	0	0
	4	CSXT	Cincinnati to southern state border	15.8	60.0-100+					19					yes	0	0	0
7	1	CSXT	Toledo to Marion	80.1	60.0-100+					92					yes	0	0	0
	2	CSXT	Marion to Columbus	57.4	60.0-99.9					45					yes	0	0	2
	3	CSXT	Columbus to Portsmouth	92.9	40.0-99.9					10					yes	0	0	0

Rail					Corridor Characteristics										Performance Attribues			
Corridor Designation					Volume						Classification		Connectivity		Preservation	Safety		
Segment: RR: Location Description				*Total Miles/ Segment*	*Tonnage Range (Gross Ton Mile)*	*Tons Freight Carried per Year*	*Value of Goods Moved*	*# jobs*	*Primary Commodities Carried*	*# At-Grade Highway Crossing*	*FRA Classification*	*US Freight Significant Corridor Designation*	*MPO*	*Connects to Intermodal Facility*	*% Track Capable of Carrying 286,000 lbs.*	*# Passive rail grade crossings*	*# fatalities /yr @ grade crossings*	*# injuries /year @ grade corssings*
8	1	CSXT	Toledo to Findlay	30.0	10.0-19.9					45					yes	0	0	1
	2	CSXT	Findlay to Marysville	62.4	20.0-39.9					93					yes	0	0	0
	3	CSXT	Marysville to Columbus	33.2	20.0-39.9					26					yes	0	0	0
9	1	NS	Bellevue to Marion	50.3	60.0-99.9					68					yes	0	1	1
	2	NS	Marion to Columbus	61.3	40.0-99.9					35					yes	0	2	0
	3	NS	Columbus to Portsmouth	84.7	40.0-59.9					44					yes	1	0	0
	4	NS	Portsmouth to southern state border	40.7	40.0-59.9					23					yes	0	0	0
10	1	CSXT	Western state border to Findlay	59.6	100+					74					yes	0	2	0
	2	CSXT	Findlay to eastern state border	186.2	60.0-100+					139					yes	0	1	1
11	1	NS	Western state border to Findlay	60.1	40.0-59.9					88					yes	0	0	0
	2	NS	Findlay to Bellevue	43.4	40.0-99.9					58					yes	0	0	0
12	1	WE	Bellevue to Canton	82.7	5					100					yes	0	0	0

Rail				Corridor Characteristics											Performance Attribues			
Corridor Designation					Volume						Classification		Connectivity		Preservation	Safety		
Segment: RR: Location Description				*Total Miles/ Segment*	*Tonnage Range (Gross Ton Mile)*	*Tons Freight Carried per Year*	*Value of Goods Moved*	*# jobs*	*Primary Commodities Carried*	*# At-Grade Highway Crossing*	*FRA Classification*	*US Freight Significant Corridor Designation*	*MPO*	*Connects to Intermodal Facility*	*% Track Capable of Carrying 286,000 lbs.*	*# Passive rail grade crossings*	*# fatalities /yr @ grade crossings*	*# injuries /year @ grade corssings*
13	1	CSXT	Western state border to Marion	97.3	20.0-59.9					94					yes	0	0	0
	2	CSXT	Marion to Cleveland	105.4	10.0-100+					125					yes	0	1	0
	3	CSXT	Cleveland to eastern state border	61.8	100+					50					yes	0	1	0
14	1	NS	Cincinnati	11.0	100+										yes	0	0	0
15	1	NS	Cincinnati	6.5	20.0-99.9										yes	0	0	0
16	1	CSXT	Western state border to Cincinnati	18.7	5.0-9.9					19					yes	0	0	0
17	1	CSXT	Cincinnati	2.7	60.0-100+					17					yes	0	0	0
18	1	NS	Western state border to Cincinnati	38.4	40.0-99.9					49					yes	0	0	0
19	1	CSXT	Dayton to Cincinnati	58.8	10.0-99.9					82					yes	0	2	0
20	1	CSXT	Cleveland to Rittman	43.5	5.0-100+					54					yes	0	0	0
21	1	NS	Clevelend to Steubenville-Weirton	121.8	5.0-99.9					71					yes	0	0	0
22	1	NS	Ashtabula to Youngstown-Warren	90.4	5.0-99.9					52					yes	0	0	0
23	1	NS	Galion to East Palestine	136.7	10.0-99.9					143					yes	0	0	1
24	1	CSXT	Bucyrus to Galion	12.0	10.0-19.9					15					yes	0	0	0
	2	CSXT	Galion to Columbus	57.7	10.0-59.9					58					yes	0	1	0

Rail				Corridor Characteristics											Performance Attribues			
Corridor Designation					Volume						Classification		Connectivity		Preservation	Safety		
Segment: RR: Location Description				*Total Miles/ Segment*	*Tonnage Range (Gross Ton Mile)*	*Tons Freight Carried per Year*	*Value of Goods Moved*	*# jobs*	*Primary Commodities Carried*	*# At-Grade Highway Crossing*	*FRA Classification*	*US Freight Significant Corridor Designation*	*MPO*	*Connects to Intermodal Facility*	*% Track Capable of Carrying 286,000 lbs.*	*# Passive rail grade crossings*	*# fatalities /yr @ grade crossings*	*# injuries /year @ grade corssings*
25	1	NS	Dayton to Columbus	60.0	20.0-39.9					62					yes	0	1	1
	2	NS	Columbus	6.1	20.0-99.9					3					yes	0	0	0
26	1	CSXT	Marietta	39.2	10.0-19.9					34					yes	0	0	0
27	1	NS	South of Wheeling	9.5	10.0-19.9					5					yes	0	0	0
28	1	CUOH	Columbus to Newark-Heath	31.4	5					36					yes	0	0	0
29	1	NS	South of Zanesville	15.8	5.0-9.9					71					yes	0	0	0
30	1	OSRR	Zanesville	21.3	5					22					yes	1	0	0
Secondary Primary																		
0	1	MISC.	Misc. short segments	82.5	5.0-100+					*31*					*no*	*2*	*0*	*1*

Transit			Corridor Characteristics							Performance Attribues		
Corridor Designation			Financials				Volumes			Stewardship		
	Corridor name: location/logical segment											
	Transit Authority	System Area Description	2011 Operating Budget	2040 Operating Budget	2040 Capital Budget	2040 Total Budget	Total Veh Hours	Total Veh Miles	2011 Total Ridership	2011 Operating Percent of State 2011 Operating Budget	2040 Agency Total Budget Percent of State Transit Total Needs	2011 Operating Cost Per Rider
	Small / Large Urban Transit Agencies - 5307											
1	Allen County Regional Transit Authority (ACRTA)	Lima Urbanized Area	$1,708,851	$46,138,977	$11,563,646	$57,702,623	19,861	259,407	217,860	0.26%	0.25%	$8
2	Butler County Regional Transit Authority (BCRTA)	Butler County and Limited Stops in adjacent Counties	$1,907,739	$51,508,953	$12,068,298	$63,577,251	32,311	596,804	53,131	0.29%	0.27%	$36
3	Central Ohio Transit Authority (COTA)	Franklin County, portions of Licking, Fairfield, and Delaware Counties	$93,122,384	$2,514,304,373	$794,806,267	$3,309,110,640	977,659	14,348,628	19,023,935	13.93%	14.14%	$5
4	Clermont Transportation Connection (CTC)	Clermont County and Parts of Hamilton County / City of Cincinnati	$2,642,149	$71,338,023	$16,783,565	$88,121,588	66,767	1,244,748	161,946	0.40%	0.38%	$16
5	Eastern Ohio Regional Transit Authority (EORTA)	Jefferson and Belmont Counties and portions of Pease and Colerain Twps	$1,330,221	$35,915,967	$4,060,852	$39,976,819	23,164	261,921	115,701	0.20%	0.17%	$11
6	Greater Cleveland Regional Transit Authority (GCRTA)	Cuyahoga County and portions of Lake, Summit, Medina, and Lorain Counties	$245,647,352	$6,632,478,504	$2,519,787,565	$9,152,266,069	1,506,125	19,388,683	46,209,970	36.70%	39.11%	$5
7	Greater Dayton Regional Transit Authority (GDRTA)	Montgomery County and limited destinations in Greene County	$67,924,933	$1,833,973,191	$388,232,936	$2,222,206,127	558,860	8,249,762	10,417,258	10.16%	9.50%	$7
8	Greene County Transit Board (Greene Cats)	Greene County, with limited service to Montgomery County	$2,759,564	$74,508,228	$9,716,442	$84,224,670	52,770	1,036,240	159,149	0.41%	0.36%	$17
9	Laketran	Lake County; Commuter Express to Cleveland	$11,281,003	$304,587,081	$132,496,440	$437,083,521	127,768	2,349,574	683,006	1.69%	1.87%	$17
10	Lawrence County Transit	Lawrence County Ohio with service to WV and KY.	$1,055,319	$28,493,613	$6,453,210	$34,946,823	10,884	173,842	23,196	0.16%	0.15%	$45
11	Licking County Transit Services	Licking County (less Newark and Heath)	$2,428,515	$65,569,905	$5,698,720	$71,268,625	50,827	1,100,175	126,287	0.36%	0.30%	$19
12	Lorain County Transit (LCT)	Lorain County including parts of Vermillion	$1,486,057	$40,123,539	$53,429,295	$93,552,834	15,305	168,130	88,922	0.22%	0.40%	$17
13	METRO Regional Transit Authority (Akron)	Summit County	$38,794,242	$1,047,444,531	$380,291,801	$1,427,736,332	388,621	4,779,546	5,287,989	5.80%	6.10%	$7
14	Miami County Transit System	Miami County	$971,997	$26,243,919	$12,181,350	$38,425,269	22,604	445,903	52,438	0.15%	0.16%	$19
15	Middletown Transit System	City of Middletown	$1,280,872	$34,583,544	$8,287,569	$42,871,113	17,329	248,579	219,596	0.19%	0.18%	$6
16	Newark-Heath Earthworks Transit	Newark-Heath Urbanized Area	$1,011,616	$27,313,632	$3,817,841	$31,131,473	20,061	230,346	47,792	0.15%	0.13%	$21
17	Niles Trumbull Transit System (NITTS)/Trumbull Transit System (TTS)	Trumbull County	$1,697,612	$45,835,524	$4,822,855	$50,658,379	35,443	748,443	59,248	0.25%	0.22%	$29
18	Portage Area Regional Transportation Authority (PARTA)	Portage County	$8,032,446	$216,876,042	$64,896,776	$281,772,818	103,146	1,602,889	1,568,192	1.20%	1.20%	$5
19	Richland County Transit (RCT)	City of Mansfield and Portions of City of Ontario	$1,720,702	$46,458,954	$8,466,526	$54,925,480	27,937	361,496	276,964	0.26%	0.23%	$6
20	Sandusky Transit System/Erie County (STS)	City of Sandusky and Huron, Perkins and Huron Townships	$1,538,241	$41,532,507	$3,739,085	$45,271,592	31,990	362,211	145,369	0.23%	0.19%	$11
21	Southwest Ohio Regional Transit Authority (SORTA)	Hamilton County and a portion of Clermont, Butler and Warren Counties	$82,938,401	$2,239,336,827	$364,881,601	$2,604,218,428	780,337	10,681,509	16,882,981	12.41%	11.13%	$5
22	Springfield City Area Transit (SCAT)	City of Springfield, Clark State Community College, Upper Valley Mall, Prime Ohio and N	$1,687,851	$45,571,977	$11,997,626	$57,569,603	21,908	306,269	307,266	0.25%	0.25%	$5
23	Stark Area Regional Transit Authority (SARTA)	Stark County	$16,812,742	$453,944,034	$122,992,937	$576,936,971	190,156	3,030,084	2,426,400	2.52%	2.47%	$7
24	Steel Valley Regional Transit Authority (SVRTA)	City of Steubenville and Village of Mingo Junction	$1,286,960	$34,747,920	$4,930,958	$39,678,878	14,560	210,857	219,841	0.19%	0.17%	$6
25	Toledo Area Regional Transit Authority (TARTA)	Toledo Urbanized Area	$31,828,666	$859,373,987	$171,208,603	$1,030,582,590	398,526	5,252,676	3,357,703	4.76%	4.40%	$9
26	Washington County/Community Action Bus Lines (CABL)	Washington County and City of Marietta	$420,802	$11,361,654	$1,655,187	$13,016,841	8,387	110,486	23,767	0.06%	0.06%	$18
27	Western Reserve Transit Authority (WRTA)	WRTA provides County-wide service to Mahoning County and parts of Trumbull County	$8,429,700	$227,601,900	$76,188,069	$303,789,969	102,392	1,480,972	1,329,125	1.26%	1.30%	$6
		Small / Large Urban 5307 Program Totals:	**$631,746,937**	**$17,057,167,306**	**$5,195,456,020**	**$22,252,623,326**	**5,605,698**	**79,030,180**	**109,460,032**	**95%**	**95%**	**$13**
	Rural Transit Agencies - 5311											
28	Ashland Public Transit	City of Ashland with some service outside of the city for city residents	$525,799	$14,196,573	$1,290,574	$15,487,147	12,980	138,830	34,012	0.08%	0.07%	$15
29	Ashtabula County Transportation System (ACTS)	Ashtabula County	$988,471	$26,688,717	$2,551,159	$29,239,876	19,396	293,783	89,821	0.15%	0.12%	$11
30	Athens Transit	City of Athens	$465,507	$12,568,689	$1,751,554	$14,320,243	8,290	110,732	68,700	0.07%	0.06%	$7
31	Bowling Green Transit	City of Bowling Green	$567,183	$15,313,941	$1,079,336	$16,393,277	7,329	133,576	36,211	0.08%	0.07%	$16
32	Carroll County Transit System	Carroll County	$365,586	$9,870,822	$1,945,298	$11,816,120	8,446	188,657	29,357	0.05%	0.05%	$12
33	Champaign Transit System	Champaign County	$368,444	$9,947,988	$1,451,429	$11,399,417	13,864	173,298	27,106	0.06%	0.05%	$14
34	Chillicothe Transit System	City of Chillicothe	$2,427,742	$65,549,034	$8,251,373	$73,800,407	33,732	469,515	178,872	0.36%	0.32%	$14
35	Columbiana County/Community Action Rural Transit System (CARTS)	Columbiana County	$1,628,980	$43,982,460	$5,067,364	$49,049,824	36,162	681,770	73,802	0.24%	0.21%	$22
36	Crawford County Transportation Program	Crawford County	$456,806	$12,333,762	$2,262,923	$14,596,685	13,990	172,165	32,749	0.07%	0.06%	$14
37	Delaware Area Transit Agency (DATA)	Delaware County	$1,248,834	$33,718,518	$5,631,545	$39,350,063	26,777	450,222	64,701	0.19%	0.17%	$19
38	Fayette County Transportation Program	Fayette County	$591,056	$15,958,512	$3,527,657	$19,486,169	11,549	167,497	24,394	0.09%	0.08%	$24
39	Geauga County Transit	Geauga County	$1,126,583	$30,417,741	$6,735,999	$37,153,740	18,684	344,910	46,366	0.17%	0.16%	$24
40	Greenville Transit System	Darke County, City of Greenville, and selected locations in Dayton and Miami County	$580,931	$15,685,137	$2,607,450	$18,292,587	12,021	133,263	46,069	0.09%	0.08%	$13
41	Hancock Area Transportation Services (HATS)	Hancock County	$880,718	$23,779,386	$3,616,067	$27,395,453	21,234	293,019	41,912	0.13%	0.12%	$21
42	Harrison County Rural Transit (HCRT)	Harrison County	$567,008	$15,309,216	$2,110,140	$17,419,356	14,739	292,969	17,873	0.08%	0.07%	$32
43	Huron County Transit	Huron County	$409,756	$11,063,412	$1,168,521	$12,231,933	10,354	195,552	19,760	0.06%	0.05%	$21
44	Lancaster Public Transit System	Fairfield County	$1,297,761	$35,039,547	$2,476,200	$37,515,747	30,706	498,454	81,984	0.19%	0.16%	$16
45	Logan County/Transportation for Logan County (TLC)	Logan County	$461,304	$12,455,208	$2,679,875	$15,135,083	10,984	209,379	20,087	0.07%	0.06%	$23
46	Logan Transit System (City of Logan)	City of Logan	$217,119	$5,862,213	$1,007,276	$6,869,489	4,510	55,382	13,618	0.03%	0.03%	$16
47	Marion Area Transit (MAT)	City of Marion	$823,156	$22,225,212	$5,101,494	$27,326,706	19,879	199,629	192,580	0.12%	0.12%	$4
48	Medina County Transit	Medina County	$1,753,114	$27,081,972	$3,003,730	$30,085,702	34,808	534,087	102,034	0.26%	0.13%	$17
49	KNOX Area Transit/formerly Mid-Ohio Transit Authority (MOTA)	Knox County	$1,216,493	$32,845,311	$4,539,474	$37,384,785	47,368	650,814	131,539	0.18%	0.16%	$9
50	Monroe County Public Transportation	Monroe County	$245,883	$6,638,841	$2,260,804	$8,899,645	11,548	198,746	40,100	0.04%	0.04%	$6
51	Morgan County Transit	Morgan County	$687,952	$18,574,704	$2,235,067	$20,809,771	14,191	299,046	39,100	0.10%	0.09%	$18
52	Ottawa County Transportation Agency (OCTA)	Ottawa County	$1,888,417	$50,987,259	$7,075,584	$58,062,843	37,910	733,593	99,339	0.28%	0.25%	$19
53	Perry County Transit (PCT)	Perry County	$1,003,513	$27,094,851	$3,589,623	$30,684,474	27,970	654,230	47,624	0.15%	0.13%	$21
54	Pickaway Area Rural Transit	Pickaway County	$649,170	$17,527,590	$2,657,717	$20,185,307	16,760	292,850	71,731	0.10%	0.09%	$9
55	Pike County/Community Action Transit System (CATS)	Pike County	$390,630	$10,547,010	$1,792,993	$12,340,003	10,143	156,244	39,953	0.06%	0.05%	$10
56	Transportation Resources for Independent People of Sandusky County (TRIPS)	Sandusky County	$741,124	$20,010,348	$3,481,667	$23,492,015	17,875	284,381	32,966	0.11%	0.10%	$22
57	Scioto County/Access Scioto County (ASC)	Scioto County	$705,410	$19,046,070	$3,290,461	$22,336,531	13,101	185,603	41,512	0.11%	0.10%	$17
58	Seneca County Agency Transportation (SCAT)	Seneca County	$742,501	$20,047,527	$3,350,475	$23,398,002	17,906	437,255	60,993	0.11%	0.10%	$12
59	Shelby Public Transit	Shelby County and City of Sidney	$653,755	$17,651,385	$2,676,514	$20,327,899	11,168	175,167	37,912	0.10%	0.09%	$17
60	South East Area Transit (SEAT)	Muskingum County and Guernsey County	$2,619,828	$70,735,356	$8,507,354	$79,242,710	32,365	439,241	131,855	0.39%	0.34%	$20
61	Warren County Transit Service	Warren County	$1,003,036	$47,334,078	$5,633,260	$52,967,338	31,215	511,097	51,829	0.15%	0.23%	$19
62	Wilmington Transit System	City of Wilmington	$1,140,350	$30,789,450	$3,429,639	$34,219,089	35,360	491,495	136,490	0.17%	0.15%	$8
		Rural 5311 Program Totals:	**$31,439,920**	**$848,877,840**	**$119,837,596**	**$968,715,436**	**695,314**	**11,246,451**	**2,204,951**	**4.70%**	**4.14%**	**$16**
	Specialized Transit Agencies - 5310											
63	State of Ohio	Entire State	$5,111,022		$181,192,000					0.76%	0.00%	
	Specialized 5310 Program Totals:		**$5,111,022**	**$0**	**$181,192,000**	**$0**	**0**	**0**	**0**	**0.76%**	**0.00%**	**0.00%**