



OHIO DEPARTMENT OF TRANSPORTATION

**2008 – 2009 Major New
Construction Program;
Aligning Project Selection
Criteria to Business Plan
Priorities**



TED STRICKLAND, OHIO GOVERNOR

JAMES G. BEASLEY, P.E., P.S., ODOT DIRECTOR

ODOT 2008-2009

Total Construction Program

\$2.5 Billion over 1 ½ years

Fiscal Year 2008

3rd Quarter: \$439,253,055 ODOT; \$58 million local

4th Quarter: \$280,936,031 ODOT; \$84 million local

Fiscal Year 2009

1st Quarter: \$293,239,073 ODOT; \$24 million local

2nd Quarter: \$442,202,177 ODOT; \$40 million local

3rd Quarter: \$463,913,682 ODOT; \$73 million local

4th Quarter: \$261,888,164 ODOT; \$65 million local



FY 2008: MAJOR NEW PROJECTS

DISTRICT	PROJECT NAME	MAJOR NEW ESTIMATE
2	LUC IR 280	\$1,654,500
2	HEN US 6 Glenwood Overpass	\$2,678,859
2	HEN US 24 10.42 Part 1 F2P	\$63,000,000
4	SUM Akron Multi-modal Center	\$1,000,000
6	FRA SR 315 11.37	\$2,987,112
7	MOT IR 75 13.11	\$121,873,847
7	CLA IR 70 20.92	\$14,000,000
8	BUT/WAR IR 75 3.76	\$98,824,590
10	ATH/HOC US 33 0.710 Part 1	\$21,471,746
10	WAS SR 7 24.96	\$14,580,636
12	CUY IR 077 01.89	\$40,000,000
Total		\$382,071,290



FY 2009: MAJOR NEW PROJECTS

DISTRICT	PROJECT NAME	MAJOR NEW ESTIMATE
2	LUC 280 2.34 - Reconfigure Trench	\$22,000,000
2	LUC US 24 6.19 Part 3 F2P	\$76,000,000
2	LUC 475 2.54 Salisb Interchg	\$28,200,000
2	LUC SR 2 30.23 Yondota/Teachout	\$5,000,000
2	HEN/LUC US 24 15.85	\$72,300,000
2	LUC I-475 Structures	\$22,900,000
4	SUM SR 0008 13.30	\$31,000,000
4	STA-SUM ITS	\$12,000,000
6	FRA INT'L GATEWAY (SECOND PROJ)	\$11,000,000
6	FRA IR 270 24.430	\$3,500,000
7	MOT IR 75 0.75	\$9,000,000
8	CLI SR 73 8.34-Phase 2 Relocate	\$43,025,000
8	WAR IR 75 3.40	\$95,000,000
8	CLI SR 73 6.52-Phase	\$23,400,000
9	ROS SR 104 14.13	\$4,600,000
11	TUS IR0077 24.50	\$8,000,000
12	LAK SR 002 03.33 TRAC	\$74,000,000
12	CUY-71/90 ITS	\$26,940,000
Total		\$567,865,000



Revising Major New Project Selection Criteria

- At last December's TRAC meeting, Director Beasley reviewed the 2008-2009 Business Plan, discussed the need to align TRAC policies and procedures with the plan as the cornerstone of TRAC work plan for 2008.
- The TRAC used the Winter and Spring to understand current TRAC policies and procedures, the history of project selection, and begin to explore new approaches more in line with the Business Plan.
- The TRAC broke into subcommittees on multimodal integration, economic development, innovative finance, and fiscal responsibility. The Director assigned staff to support the TRAC members' efforts.



Summer 2008

- Over the Summer, the TRAC conducted a survey of Metropolitan Planning Organizations, Transportation Improvement Districts, County Engineers, County Commissioners, Municipal League, Regional Transit Authorities, Port Authorities, and other stakeholders.
- TRAC members and staff met to discuss their assignments, reviewed survey results, and provided thoughts and insights on how best to align TRAC policies and procedures with the Business plan emphasis on multi-modalism, economic development, innovative finance, and fiscal responsibility.



Scoring

Transportation Factors

Last week the TRAC reviewed the results of its efforts. In sum, the new policies propose the following:

- **TRANSPORTATION FACTORS** will constitute up-to 55% of project scoring and embrace the following principles:
 1. Transportation projects will be evaluated in a more-balanced manner, with three general categories: road, public transit and intercity passenger rail, and intermodal freight (water port and rail);
 2. A benefit/cost ratio will measure the public benefit of the project rather than just the transportation problem;
 3. A new environmental category will score air quality impacts of a project;
 4. An intermodal connectivity category will score whether projects connect modes of transportation.



Scoring Growth and Development Factors

COMMUNITY ECONOMIC GROWTH AND DEVELOPMENT FACTORS will constitute up-to 25% of project scoring and embrace principles that consider:

1. Local economic distress with both poverty and unemployment rates;
2. Whether local planning and zoning is conducive to the project;
3. How the project positions land for redevelopment and reclaims brown fields;
4. How the project improves business development with access to job centers and job ready sites;
5. How the project improves investment and employment opportunities;



Scoring Local Investment Factors

LOCAL AND PRIVATE INVESTMENT FACTORS will constitute up-to 20% of project scoring and embrace:

1. The level of local and private sector investment to assure project success;
2. Permit the use of Federal earmarks, but not count them towards a local project match.



Comparing Selection Criteria

Previous Major New Project Selection Criteria		
Goal	Factor	Points
Transportation Efficiency	Traffic	20
	Congestion	20
	Road Class.	5
	Macro Completion	10
Safety	Crash Rate	15
Total Transportation		70
Economic Development	Job Creation	10
	Job Retention	5
	Economic Distress	5
	Cost Effectiveness	5
	Level of Investment	5
Total Economic Development Points		30
Funding	Local Participation	15
Multi-modal Impacts	Unique modal impacts	5
Urban Revitalization	Brownfield?	10
Total Possible Points		130

Proposed Major New Project Selection Criteria		
Goal	Factor	Points
Traffic Issues	Congestion, safety,	20
Traffic reduction	VMT Reduction	5
Public Return on Investment	Project Benefit/Cost Ratio	20
Air Quality	Emission and fuel reduction	5
Intermodal Connectivity	Linking 2 or more modes	5
Total Transportation		55
Considering Factors of Economic Distress	Poverty and Unemployment Rate	5
Adopting Appropriate Land Use Measures	Land use plan and zoning	5
Positioning Land for Redevelopment	Percentage of developed land served	5
Improving Access for business development	Access to existing businesses	5
Improving Investment and Employment Opportunities	Local investment in development	5
Total Community Growth and Development Factors		25
Maximizing Public Investment	Local Participation in Project Cost	20
Total Possible Points		100



Proposed TRAC Scoring

Transportation Factors				
Evaluation Factors	Road	Public Transit and Intercity Passenger Rail	Intermodal Freight: Water Port and Rail	Points
Traffic	V/C Ratio	Peak hour ridership	Intermodal freight congestion	10
	Safety			10
	Truck percentage	VMT reduction	Truck reduction	5
Public Return on Investment	B/C ratio	B/C ratio	B/C ratio	20
Air Quality	Emission Reduction	Emission Reduction	Emission Reduction	5
Intermodal Connectivity				5
Total Transportation Points Available:				55
Community and Economic Growth and Development Factors				
Considering Factors of Economic Distress				5
Adopting Appropriate Land Use Measures				5
Positioning Land for Redevelopment				5
Improving Access for business development				5
Improving Investment and Employment Opportunities				5
Total Growth Factor Points Available:				25
Local and Private Project Investment Factors				
Local investment as percentage of total project cost				20
Total Points Available:				100



Transportation Factors: 55%

New Approach:

- Road, Transit, and Freight projects are all eligible to receive the same number of points (25)

Transportation Factors				
Evaluation Factors	Road	Public Transit and Intercity Passenger Rail	Water Port and Rail	Points
Traffic	V/C Ratio	Peak hour ridership	Intermodal freight congestion	10
	Safety			10
	Truck percentage	VMT reduction	Truck reduction	5
Public Return on Investment	B/C ratio	B/C ratio	B/C ratio	20
Air Quality	Emission Reduction	Emission Reduction	Emission Reduction	5
Intermodal Connectivity				5
Total Transportation Points Available:				55



Road: Traffic Scoring Factors

- Volume to Capacity Ratio
- Safety
- Truck Percentage

Volume/Capacity Ratio Scoring	
V/C	Points
0	0
0.55	1
.63	2
.71	3
.79	4
.87	5
.95	6
1.03	7
1.11	8
1.19	9
1.25	10

Truck Percentage Scoring	
Percent Trucks	Points
Less than 9.9%	0
10 – 14.9%	1
15 – 19.9%	1.5
20 – 24.9%	2
25 – 29.9%	2.5
30 – 34.9%	3
35 – 39.9%	3.5
40 – 44.9%	4
45 – 49.9%	4.5
50% +	5

Safety Criteria Scoring					
Crash Frequency/Density		Relative Severity Index		Crash Rate	
	Points		Points		Points
0 – 29	0	0 – 24,999	0	0 – 0.99	0
30 – 59	1	25,000 – 29,999	1	1 – 1.99	1
60 – 89	2	30,000 – 34,999	2	2 – 2.99	2
90+	3	35,000 – 39,999	3	3+	3
		40,000+	4		



Public Transit and Intercity Passenger Rail

- Peak hour ridership: measures demand for a transit project
- Reduction in (road) Vehicle Miles Traveled (VMT): measures the impact of the project on the roadway system

Peak Hour Ridership	
Ridership	Points
3300 +	20
2960 – 3299	18
2620 – 2959	16
2280 – 2619	14
1940 – 2279	12
1600 – 1939	10
1260 - 1599	8
920 – 1259	6
580 – 919	4
240 – 579	2

Reduction in Vehicle Miles Traveled	
Percent Reduction	Points
1 – 2.9%	1
3 – 4.9%	
5 – 6.9%	
7 – 8.9%	
9 – 10.9%	
11 – 12.9%	
13 – 14.9%	
15 – 16.9%	
17 – 18.9%	
19% +	5



Intermodal Freight: Water Port and Railroad

- Calculate a surrogate congestion measure, analogous to roadway V/C
- Measure reduction in truck VMT

Intermodal Freight Congestion: V/C Ratio Scoring	
V/C	Points
0	0
0.55	2
.63	4
.71	6
.79	8
.87	10
.95	12
1.03	14
1.11	16
1.19	18
1.25	20

Percentage Reduction in Truck Traffic	
Percent Reduction	Points
5 – 9.9%	1
10 – 14.9%	
15 – 19.9%	
20 – 24.9%	
25 – 29.9%	
30 – 34.9%	
35 – 39.9%	
40 – 44.9%	
45 – 49.9%	
50% +	5



Benefit/Cost Ratio

New Approach:

- Measures the public benefit of the project, along with the transportation problem.

- Project benefits, e.g.,
 - Congestion reduction
 - Crash reduction
- Compared to project costs to calculate a B/C ratio

Project Benefit Scoring	
B/C Ratio	Points
0	0
0.5	2
1	4
1.5	6
2	8
2.5	10
3	12
3.5	14
4	16
4.5	18
5	20



Air Quality

New Approach:

- Promote the transportation projects with the best air quality impacts.

- Air quality:
 - Reduction in ozone precursors
 - NO_x and hydrocarbons
 - Reduction in fuel consumption
 - Speaks to both greenhouse gas and PM_{2.5} emissions

Air Quality Scoring	
Factor	Points
Reduction in Fuel Consumption	2.5
Reduction in Ozone Precursors	2.5



Intermodal Connectivity

- 5 points for projects which connect two or more modes of transportation
 - For freight, encourage projects which involve advanced logistics activity/employment, rather than freight pass-through
 - For people, encourage intermodal integration such as airport access and transit centers



Community Economic Growth and Development Factors: 25%

New Approach:

- Promote land use planning
- Encourage land redevelopment and brown field reclamation
- Increase business development, private investment, and job creation

Community and Economic Growth and Development Factors	
Considering Factors of Economic Distress	5
Adopting Appropriate Land Use Measures	5
Positioning Land for Redevelopment	5
Improving Access for business development	5
Improving Investment and Employment Opportunities	5
Total Growth Factor Points Available:	25



Assessing Community Growth and Development Factors

- Measures impacts beyond the limits of the transportation project
- Requires the project sponsor to define a project “footprint” for assessment of these factors



Considering Factors of Economic Distress (5%)

New Approach:

- Consider poverty as a distress factor, in addition to unemployment rate

Economic Distress Scoring			
County's 5-year average unemployment rate in relation to state average		County's 5-year average poverty rate in relation to state average	
	Points		Points
1 – 10% greater	0.5	1 – 10% greater	0.5
10.1 – 20% greater	1	10.1 – 20% greater	1
20.1 – 25% greater	1.5	20.1 – 25% greater	1.5
25.1 – 30% greater	2	25.1 – 30% greater	2
Greater than 30.1%	2.5	Greater than 30.1%	2.5



Adopting Appropriate Land Use Measures (5%)

New Approach:

- Promote land use planning and appropriate zoning
- Does the project applicant have a comprehensive land use plan for the area impacted by the project?
- Is land use coordinated with transportation plan?
- Is zoning in place, conducive to the project under consideration?



Positioning Land for Redevelopment (5%)

New Approach:

- Promote redevelopment rather than green field development
- Land already served by water, central sewer, electric, gas
- Inclusive of brown fields

Positioning Land for Redevelopment	
Percentage of “Developed” Land Served by the Project ¹	Points
91%+	5
81 – 90%	4
71 – 80%	3
61 – 70%	2
51 – 60%	1
Less than 50%	0

¹ Geographic area as defined by project applicant



Improving Access for Business Development (5%)

New Approach:

- Improve access to existing employment centers

- Does the project provide access to existing employment centers?
 - Serving existing businesses
 - Improving movement of goods
 - Improving employee access to job centers



Improving Investment and New Employment Opportunities (5%)

New Approach:

- Demonstrate local government and private investment in development
- Does the project serve an “Ohio Job Ready Site?”
- Is there evidence of direct private investment?
- Is there evidence of employment growth?
- Is there a TIF district in place? Tax abatements or other incentives?
- Is there direct local investment in local infrastructure associated with the project?



Local and Private Project Investment Factors: 20 Points

New Approach:

- Congressional earmarks can still be used as local match, but will not receive points for local investment
- Encourage numerous local and “value capture” investment tools, e.g., TIFs, special assessments, fair share payments, local funding.

Maximizing Public Investment	
Local investment as percent of total project cost	Points
1 - 10%	4 points
11% - 20%	8 points
21% - 30%	12 points
31% - 40%	16 points
41% and greater	20 points



Proposed TRAC Scoring

Transportation Factors				
Evaluation Factors	Road	Public Transit and Intercity Passenger Rail	Intermodal Freight: Water Port and Rail	Points
Traffic	V/C Ratio	Peak hour ridership	Intermodal freight congestion	10
	Safety			10
	Truck percentage	VMT reduction	Truck reduction	5
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Air Quality	Emission Reduction	Emission Reduction	Emission Reduction	5
Intermodal Connectivity				5
Total Transportation Points Available:				55
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Local investment as percentage of total project cost				20
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