Ohio’s Strategic Transportation System (STS):
A New Approach to Statewide Planning and Investments
How did the STS Come About in Ohio?

The financial needs numbers presented below are based on ODOT meeting its current critical success factors for pavement and bridges. Transit needs were developed in conjunction with Metropolitan Planning Organizations (MPOs) and transit agencies. These needs include the costs of planned improvements.

- **Ohio’s needs for the state transportation system between 2014 and 2040**: $55 billion (excluding local roads and bridges)
- **ODOT’s total highway and transit estimated revenues between 2014 and 2040**: $41 billion (excluding local roads and bridges)

Note: All dollar amounts are shown in constant 2011 dollars.
How to Plan When Needs > Revenue?

Prioritize based on:
- Volume
- Connections
What is ODOT’s Role?

The State of Ohio is responsible for:

- **49,438** roadway lane miles (~20%) including:
  - **6,892** Lane Miles of Interstate Highway
  - **11,161** Lane Miles of US Routes
  - **31,386** Lane Miles of State Routes
- **14,044** bridges (32%)
Maritime Assets

- **716** miles of navigable waterways
- **9** commercial ports on Lake Erie and many terminals on Ohio River
- **8th** in freight tonnage moved
Much More to Ohio’s Transportation System

Rail Assets
- 4th in rail lines with over 5,000 miles
- 9th in rail tons
- 13 intermodal facilities
- 3 Amtrak Routes
Much More to Ohio’s Transportation System

Aviation Assets

- **8** commercial airports serving Ohio
- **97** general aviation airports located in **84** of Ohio’s **88** counties
Public Transit
• 61 public transit systems
• 116.9 million trips
• 5,427 transit vehicles
• 68 of 88 counties have programs to meet special needs of the elderly and persons with disabilities
Much More to Ohio’s Transportation System

Bicycle Facilities

• **1,800** miles of bike paths

• Bicycling magazine ranks Columbus and Cleveland as top 40 cities for biking
Broadening ODOT’s Responsibility

Transportation assets function as a system

- not in silos
- not along ownership lines
- not according to funding opportunities
Ohio’s Strategic Transportation System

Backbone System

- Highway segments
- Intermodal facilities
- Rail lines
- Airports
- Maritime ports
- Bike routes
- Transit facilities
How will the STS Help Ohio?

Make investments on most used and valuable assets

Identify partners for collaboration

Guide future planning efforts
How is ODOT Using the STS?

Strategic Transportation System Connectivity

Projects applications can receive up to 5 points for Strategic Transportation System (STS) connectivity. The STS, identified as part of Access Ohio 2040, ODOT’s long range transportation plan, stratifies of Ohio’s significant transportation corridors and intermodal hubs. Projects will be evaluated to determine if they meet the following criteria:

- Is the project part of an STS corridor? (2 Points)
- Will the project facilitate connections between two or more corridors or intermodal hubs identified on the STS? (2 Points)
- Will the project connect an STS resource with a local freight or transit facility or resource? (1 Point)
How is ODOT Using the STS?

Create A Map

Use the buttons in the blue panel at the bottom of the map to access layers and tools.
Where Do We Go From Here?

• Add last mile assets to STS
• Planning efforts on STS facilities
  • Designate bike routes
  • 2- Lane STS studies
  • Ohio River study?
STS Two-Lane Operational Improvement Study
STS Two-Lane Operational Improvement Study

- Develop Repeatable Methodology
  - In-depth needs assessment
  - Incremental operational improvements
  - Enhance flow of freight
  - Prioritized recommendations w/ROI
STS Two-Lane Operational Improvement Study

• Hatch Mott McDonald

Task 1: Stakeholder Outreach
Task 2: Data Collection / Performance Measures
Task 3: Existing & Future Corridor Assessment
  Task 3.1: Existing Corridor Assessment
  Task 3.2: Proposed Corridor Assessment
  Task 3.3: Identify Needs & Improvement

Branch in Study Methodology based on Task 2 categorization of Proposed Improvement

Does Proposed Improvement Capacity and/or Excess Capacity?

Can Travel Time Savings be Quantified?

Group A
Group B
Group C

Task 4: Evaluation
  EIM / UCost2
  QEIM & Synchro/ECAT
  ECAT & Qualitative

Task 5: Strategic Plan
• Pilot underway on US250

• Study Completion Date: May 2017
• What’s Next?

• DEL23/36/42 Study
  • District 6

• All STS Two-Lane Routes

Questions?

Link to Access Ohio 2040