



Go OHIO Transportation Futures Plan Interagency Working Group Meeting #2

Monday, January 25, 2010, 2-4 pm
Ohio Department of Transportation
1980 West Broad Street, Columbus, Ohio

Meeting Report

This was the second meeting of the appointed Interagency Working Group for the Go OHIO Transportation Futures Plan. The Interagency Working Group consists of twenty-five state agency representatives, sixteen attendees signed in.

The purpose of the meeting was to review the Go OHIO Transportation Futures Plan purpose and desired outcome for the overall effort, present the strategies and opportunities of the policy plan, and identify actions that will achieve the over-arching goal of increasing job growth and prosperity.

Ms. Marie Keister of Engage Communications and facilitator for the meeting welcomed members and asked each person to introduce him/herself and share an individualized question that was drafted for them. This question did not need to be answered now, but merely shared with the group the expertise each Interagency Working Group member offers to the group (attached).

Ms. Keister shared her role as facilitator with the group. She reviewed the role of the Interagency Working Group and how they fit into the overall process of Go OHIO. She stated that the purpose of the meeting is to validate the proposed vision, goals and strategies of the Go OHIO plan. Ms. Keister then explained that the Interagency Working Group will provide input and help prioritize actions that will set the direction for Ohio in selecting transportation priorities.

Ms. Andrea Stevenson, Administrator of the Office of Multi-Modal Planning at ODOT, thanked attendees for coming and explained that this is a very exciting project for the department. She stated that Go OHIO will identify transportation needs and measure success for Ohio. The plan will bring ODOT and Ohio Department of Development (ODOD) strategies together to ignite the economy. Go OHIO will establish priorities and performance measures for investment in Ohio's transportation system. For example, ODOT will spend \$5 billion over the biennium; this investment must link transportation decisions to job creation, retention and overall state economic prosperity

while improving the transportation system. ODOT anticipates this plan to be completed in December of this year (2010). The Steering Committee and Interagency Working Group will meet at key milestones to provide feedback and insight as Go OHIO is developed.

Mr. Hugh Louch of Cambridge Systematics explained the policy plan component of the Go OHIO plan. He recapped that the policy plan will be a strategic guide for ODOT, which will define policy direction, detail specific policy initiatives, and develop a platform to establish multi-modal strategies across the state. Mr. Louch explained that the policy direction for Go OHIO will support a more progressive approach to Ohio's challenges with specific actions for ODOT and its partners to pursue. He stated that Go OHIO will support other state agencies and regional efforts, such as the ODOD Strategic Plan. The ODOD plan identifies nine Ohio Hubs of Innovation and Opportunity:

- **Advanced Energy and Environmental Technologies**
- **Aerospace and Aviation**
- **Agriculture and Food Processing**
- **Bioscience and Bioproducts**
- **Corporate and Professional Services**
- **Distribution and Logistics**
- **Instruments, Controls, and Electronics**
- **Motor Vehicle and Parts Manufacturing**
- **Polymers and Advanced Materials**

Mr. Louch walked the group through a handout that showed the overarching goal of the Go OHIO plan and four strategies to achieve that goal. (Slide 15 of PowerPoint)

**Goal: Ohio Economic Growth and Prosperity, as influenced by ODOT
Strategies:**

- **Increase the State's Competitiveness**
- **Connect Transportation System Investment to Targeted Industries**
- **Understand the Impact of Government Land Use & Transportation Policies**
- **Advance a Green Economy**

Mr. Louch then shared an example of the opportunities for each strategy (slides 17-24 of PowerPoint). The example opportunity for *Increase the State Competitiveness* is making intermodal connections more efficient. The example opportunity for *Connecting Transportation System Investment to Targeted Industries* is transportation investments can support targeted industries both by supporting the supply chains of these industries and by responding directly to the needs of the business community. The example for

Understand the Impact of Government Land Use & Transportation Policies is coordinated land use and transportation planning can help ensure that Ohio's communities are desirable places to live. Finally, the example opportunity for *Advance a Green Economy* is ODOT and other Ohio agencies must continue to provide services while meeting expectations for clean and healthy communities and operating in an environmentally friendly manner.

Mr. Louch discussed the policy plan structure and examples of action items (slides 25-26). He explained that the Steering Committee would breakout into four groups, one aligned with each strategy. He shared two examples of action items for the group to understand the goal of the break-out. The first example related to State Competitiveness: Conduct supply chain analysis for each targeted industry and identify potential transportation investments that support these supply chains. The second example related to land use: Work with Ohio communities and regional agencies to develop regional land use and transportation plans that identify mutually agreed approaches to future growth and provide multi-modal transportation options.

Ms. Keister explained that each committee member had been assigned to a specific group based on the four strategies reviewed today. She asked that each group brainstorm on possible action items that will advance the strategy. She stated that the question each committee member read at the beginning of the meeting should be reviewed and may offer ideas for action items. The groups would then report out their proposed action items.

The summaries from each break-out group discussion below were distributed to the Committee separately on March 1.

Strategy #1 - Increase State Competitiveness

| No. | Action Item | Number of Votes |
|-----|---|-----------------|
| 1 | Dedicated transit funding | 14 |
| 2 | Build flexibility into programming and prioritization | 6 |
| 3 | Consider multi-modal opportunities; develop multi-use roadways | 6 |
| 4 | Expand freight/rail loan and grant programs | 4 |
| 5 | Make investments that leverage universities; make investments that leverage historic, urban areas | 3 |
| 6 | Funding dedicated for attracting business | 1 |

Summary of Interagency Working Group discussion points:

1. **Dedicated transit funding:** Ohio transit system funding, and the ability of transits to provide needed services, frequencies is in crisis in Ohio. *Proposed modification: identify and evaluate opportunities to increase level of dedicated transit funding in Ohio.*
2. **Build flexibility into programming and prioritization:** projects that provide for economic growth and prosperity are often driven by private sector needs (e.g. see Action #2, funding dedicated to attracting businesses), requiring ODOT to be nimble when programming and prioritization decisions need to be made. *Proposed modification: identify and evaluate opportunities for ODOT to increase programming and prioritization flexibility.*
3. **Consider multi-modal opportunities; develop multi-use roadways:** pro-actively accommodate multimodal transportation (e.g. park-and-ride lots, transit service/facilities, bicycle/pedestrian lanes) during traditional highway project planning. *Proposed modification: identify and evaluate opportunities for developing multi-use corridors.*

4. **Expand freight/rail loan and grant programs:** \$13M is available annually to support rail infrastructure maintenance/ development needs; noted as being wholly inadequate to address the needs in the state. *Proposed modification: identify and evaluate opportunities for expanding funding to freight projects.*
5. **Make investments that leverage universities; make investments that leverage historic, urban areas:** universities and historic, urban areas are community anchors and could also be used anchoring transportation system development. *Proposed modification: link this action to strategy that addresses transportation and land use.*
6. **Funding dedicated toward attracting business:** The ODOD has an aggressive recruiting strategy to attract and retain businesses in the state. With each pursuit incentive packages are developed containing statements of commitment on behalf of Ohio in both cooperation/support and funding. To date these packages do not include support, dedicated funding from ODOT. *Proposed modification: identify and evaluate strategic partnership opportunities for ODOT to partner with ODOD in extending statements of commitment.*

Strategy #2 - Connect Transportation System Investment to Targeted Industries

| No. | Action Item | Number of Votes |
|-----|---|-----------------|
| 1 | Account for people movement in supply chain analysis | 7 |
| 2 | Work with locals to improve their investment decisions | 7 |
| 3 | Integrate targeted industries into project scoring criteria | 5 |
| 4 | Identify “last-mile” and intermodal needs | 3 |
| 5 | Provide supporting infrastructure for freight movement | 2 |
| 6 | Assess both inter- and intra-state business needs | 1 |

Summary of Interagency Working Group discussion points:

- 1. Account for people movement in supply chain analysis:** When conducting industry supply chain analysis to understand the transportation needs of the targeted industries, account for the movement of both people and goods. *Proposed modification: Assess the needs of Ohio’s targeted industries by conducting a supply chain analysis for each industry, including labor and materials and multi-state issues, and identifying the transportation investments that would improve the efficiency and reliability of those supply chains.*
- 2. Work with locals to improve their investment decisions:** There are likely opportunities for local agencies to improve their investment decisions and planning efforts in terms of supporting the targeted industries. *Proposed modification: Help/coordinate with local agencies to make decisions that support targeted industries.*
- 3. Integrate targeted industries into project scoring criteria:** Includes the TRAC process (which addresses general economic impacts) and other prioritization processes throughout ODOT. *Proposed modification: Revisit how economic prosperity and the targeted industries are incorporated in the TRAC process and explore opportunities to incorporate it in ODOT’s other project prioritization processes.*

4. **Evaluate “last-mile” and intermodal connection needs:** ORDC has found that in many cases, new connections can have significant economic impacts because they lower the cost of goods movements. *Proposed modification: consider incorporating into strategy #1 (Increase the State’s Competitiveness) and/or focusing this analysis on the targeted industries.*
5. **Provide supporting infrastructure for freight movement:** As movements increase there is a need to expand and/or improve supporting infrastructure such as rest areas, weigh-in-motion facilities, and traveler information systems.
6. **Assess both inter- and intra-state business needs:** *Proposed modification: incorporate into #1 above (supply chain analysis).*

Strategy #3—Understand Impact of Government Land Use & Transportation Policies

| No. | Action Items | Number of Votes |
|-----|---|--|
| 1 | Link affordable housing policy to transportation policy | 9 |
| 2 | Better coordinate rural and urban transit needs | 6 |
| 3 | Provide incentives for locating schools where access and multimodal infrastructure exists | 5 |
| 4 | Reduce duplicative transit services (e.g. yellow school bus and transit). Create systems that serve multiple consumer bases. | 3 |
| 5 | Coordinate OEPA Intended Use Plan (project list) with ODOT project list. Consider non-attainment status. | 1 |
| 6 | Ensure ODOT takes a more active role in the Ohio Water Resource Council. OWRC has a Balanced Growth Plan (by watershed) in which voluntary development and conservation areas are identified. ODOT should implement a scoring or prioritization process or strengthen incentives for communities to establish such areas. | 1 |
| 7 | Target resources to projects and communities that have land use policies which reflect the true cost of operation and maintenance of infrastructure investments - develop predictive models for benefit-cost analysis and use results in the decision making process. | This was an example and we didn't post it for voting but the group supported the strategy. |

Summary of

Interagency Work Group discussion points:

1. **Link affordable housing policy to transportation policy:** Coordinate business plans on the state and local level. Determine if Ohio Finance Agency criteria for funding includes consideration of transportation access, multimodal transportation infrastructure.
2. **Better coordinate rural and urban transit needs.** There may be opportunities for better connections between urban and rural systems.
3. **Provide incentives for school locations with multi-modal options:** Currently, municipalities determine needs and request funds. No incentives related to transportation exist now to promote the location of schools in areas where infrastructure exists
4. **Reduce duplicative transit services (e.g. yellow school bus and transit). Create systems that serve multiple consumer bases:** School buses may run in areas that are also served by transit and cover the same routes. Additionally, school buses provide an additional alternative to expand transit systems in a community, thereby creating more efficiency and reducing costs.
5. **Coordinate OEPA Intended Use Plan (project list) with ODOT project list:** Currently, the OEPA and ODOT project lists are not coordinated. Look at coordination/collaboration between project needs. Also, consider non-attainment status.
6. **Strengthen incentives for identification of development and conservation areas, potentially through a more active role by ODOT in the Ohio Water Resource Council:** OWRC has a Balanced Growth Plan (by watershed) in which voluntary development and conservation areas are identified. ODOT should implement a scoring or prioritization process or strengthen incentives for communities to establish such areas.
7. **Target resources to projects and communities that have land use policies which reflect the true cost of operation and maintenance of infrastructure investments:** Develop predictive models for benefit-cost analysis and use results in the decision making process.

Strategy #4 - Advance a Green Economy

| No. | Action Item | Number of Votes |
|-----|---|-----------------|
| 1 | Coordinate school transportation with public transportation | 6 |
| 2 | Promote and market green technology | 5 |
| 3 | Implement paratransit software to alert riders their vehicle is near | 3 |
| 4 | Link housing to multi-modal transportation | 2 |
| 5 | Evaluate best treatments of ODOT's right-of-way and medians | 1 |
| 6 | Implement best green practices at ODOT | 0 |
| 7 | Conduct local water resources planning | 0 |
| 8 | Implement and promote diesel retrofits and the use of bio-diesel for fleet vehicles | 0 |
| 9 | Connect green businesses | 0 |
| 10 | Promote locally sourced products | 0 |

Summary of Interagency Working Group discussion points:

1. **Coordinate school transportation with public transportation:** Develop efficient transportation services for schools by working with other transit and transportation services to coordinate efforts in moving students along with the general population and reduce redundancy. This would save emissions based around two sets of busses or other transportation modes running simultaneously, reducing duplicative services.
2. **Promote and market green technology:** This strategy would build awareness of what ODOT is doing to advance the green economy and reduce their environmental impact while simultaneously generating more demand for these

services. Examples could include: Placing wind turbines or solar panels in view of the public and identifying green technologies used in each project.

3. **Implement paratransit software to alert riders their vehicle is near:** This software provides a beeper to paratransit users to alert them when their vehicle is near. This would eliminate missed trips and reduce idling time.
4. **Link housing to multi-modal transportation:** Locating housing, particularly lower income housing, next to transportation such as multi-use paths, transit lines, or passenger rail lines lessens automobile dependency of those living in these developments thereby saving them money and eliminating emissions associated with additional vehicles and additional vehicle miles travelled.
5. **Evaluate best treatments of ODOT's right-of-way and medians:** ODOT spends a lot of time and money, and releases a lot of emissions keeping medians, rights-of-way, and other ODOT properties mowed and maintained. This proposed action item suggests planting native plant species that require less maintenance. These plants could serve a wildlife habitat (particularly for birds) and would also serve as a carbon sink, removing greenhouse gas emissions from the atmosphere.
6. **Implement best green practices at ODOT:** Research and identify the best green practices which are currently implemented elsewhere and implement these programs in Ohio, not through a pilot program, but rather as policy.
7. **Conduct local water resources planning:** Work with the EPA to conduct local water resource planning in conjunction with transportation planning.
8. **Implement and promote diesel retrofits and the use of bio-diesel for fleet vehicles:** Ensure that diesel fleet vehicles are emitting as little pollutants as possible by taking advantage of the federal program to retrofit diesel engines to ensure they are running more efficiently, and operate these vehicles on bio-diesel where feasible.
9. **Connect green businesses:** This policy would identify green businesses throughout the state, and insure they are aware of each other and the services each provides. This policy would also insure these businesses have their transportation needs met by providing the infrastructure needed to get their products to market efficiently.
10. **Promote locally sourced products:** Similar to the "Buy-Ohio" action item proposed in the Steering Committee session, this action item proposes purchasing products made in Ohio to keep jobs in Ohio.

After the report of action items for each strategy, Ms. Keister explained that each Interagency Working Group member had been given eight dots for a prioritization exercise. She then asked that each participant use those dots to identify their top two priorities for each of the four strategies.

After the dot exercise, Ms. Stevenson again thanked the participants for their input and ideas. She stated that the policy team will digest their feedback and develop a detailed Policy Plan which will include the action items discussed today. The next Interagency Working Group meeting will be in the spring.

Ms. Keister stated that a Go OHIO website will be launched soon and an e-news program will be used to keep everyone updated. She reminded them of their individualized question that they read at the beginning of the meeting, and asked for those to be answered and e-mailed into her.

Ms. Mandy Kisling Bishop, Deputy Director at ODOT, closed the meeting by asking the group to reflect back on the discussion today and stated that ODOT is committed to acting on these great ideas. She thanked the group for coming.

Meeting was adjourned at 4 pm.

Interagency Working Group Questions

Increase the State's Competitiveness

1. Are there other methods the administration may be employing that we should add under state competitiveness?
2. With technological improvements to the turnpike, such as EZ pass, do you agree that these kinds of ongoing investments will secure the state's competitive standing? How?
3. How can Ohio continue to offer and expand upon transit as a viable choice as this state and its transit agencies face serious operational challenges?
4. What are the transportation issues facing the aging population in Ohio? What transportation system investments are needed to help with these issues?
5. How would you recommend the working group understand the costs and benefits of current land use policies on business competitiveness costs and employee costs?
6. As a regulatory agency, what do you feel is needed to enhance the transportation system productivity in Ohio?
7. Has your agency identified intermodal connections that would increase economic competitiveness in Ohio?
8. How do you feel about the challenges and objectives of #4, are they on track?
9. What are the challenges OEPA faces regulating non-attainment areas, how can OEPA and ODOT work together to reverse/avoid the status?

Connect Transportation System Investment to Targeted Industries

10. Has the Department identified targeted investment needs for transportation that will benefit the agriculture industry in Ohio? If so, what are those needs?
11. Based on your efforts on FAST TRAC and expedited project delivery as well as economic development lessons from task force, do you think the list of #2 tactics is complete?
12. What are the opportunities for system investments from your agency perspective? How best can we achieve them?
13. What are the opportunities for system investments that directly impact ODOD's strategic plan?
14. Does your agency have measurements for how the dollars you invest in the system enhance economic development? Please share if so, if not, do you have recommendations?
15. How can ODOT help the Department of Education meet their goals in growing Ohio's economic base?
16. What type of performance measures should be created to target system investments in Ohio that will meet economic development goals?
17. What challenges has the turnpike faced in making system investments that meet business needs, any lessons learned?

Impacts of Government Land Use and Transportation Policies

18. What policies/programs has the Board of Regents put in place to retain talent in Ohio?
How does transportation investment impact those policies?
19. How can transportation and land use be integrated to achieve the goals of your agency?
20. What current land use policies do you feel need changed/reviewed to better support economic development in Ohio?
21. With the construction of new schools throughout the state, are you considering how to locate/rehab schools in areas with easy access via sidewalks, bikes, etc -- so students don't have to be bussed? How can we ensure this is part of the decision-making process?
22. Transportation and access to daycare are two of the major hurdles for low-income populations to get to work. Transit can help, but access to late shift jobs is a problem. Can you help us quantify and more effectively address this problem?
23. What challenges has your office faced with regard to system investment in urban development/redevelopment projects? Are the challenges correctly stated in #3?
24. In your experience, did you witness land use policy linkages to transportation? If not, can you contemplate a role for land use policies, local zoning etc.--linked to utility improvements and transportation as well?
25. Has Ohio's land-use decision making impacted the quality of life for persons with a disability? Will investments in Complete Streets (more accessible to pedestrians and those in wheelchairs) and increased funding for transit make meaningful differences?
26. Based on your experience, how can communities integrate their transportation and land use decision-making process? What actions would best achieve this strategy?

Advance Green Economy

27. What would the role of the OWDA be in achieving these objectives, how can your agency best coordinate with ODOT?
28. What type of data does ODOD have related to economic benefit of moving Ohio businesses to green technologies?
29. What type of tax based incentives could attract a more "green" economy in Ohio?
30. What policies do you feel could accelerate government's role in advancing green technologies/ practices?
31. Has your agency instituted any "green" practices, are any applicable to ODOT?
32. What type of business model should Ohio look at to accelerate green practice/technology implementation?
33. How do ODOT and your agency work together to ensure clean air equates to healthy Ohioans?
34. The Clean Air Act and its goals are a factor in decisions made on transportation investments. Are people discussing the intrinsic relationship between cleaner air and transportation? How can ODOT work with you to inform Ohioans about the choices in how they travel and their impact on air quality?