

GOALS AND OBJECTIVES

The efforts and direction of LCATS are focused on maintaining and improving the transportation system in Licking County. In order to achieve this mission, LCATS has developed Goals and Objectives to assure our mission is met. LCATS has always had Goals and Objectives, and during the fall of 2007 the previous goals were revisited with the intent of refining them to be more specific and targeted to the planning factors required by SAFETEA-LU.

SAFETEA-LU PLANNING FACTORS

The Goals and Objectives of LCATS were developed based on guidance from the Federal Highway Administration and ODOT on required elements and conformance with SAFETEA-LU, and also on input received from Transportation Visioning sessions held in July of 2006 and 2007. LCATS wanted to address the eight planning factors of transportation planning, as well as reflect the unique characteristics of our region and people. The eight planning factors identified in SAFETEA-LU are summarized below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between

transportation improvements and State and local planned growth and economic development patterns.

6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

In addition to the SAFETEA-LU Planning Provisions, the Federal Transit Administration (FTA) also requires that MPO's incorporate transit planning in their plans.

- Incorporating safety and security in transportation transit planning.
- Participation of transit operators in metropolitan and statewide planning.
- Coordination of non-emergency human service transportation.
- Planning for transit systems management/operations to increase ridership.

GOALS AND OBJECTIVES OF LCATS

Taking into account input from the Transportation Visioning sessions, the Policy Committee adopted the following Goals and Objectives in November 2007:

GOAL: Provide a transportation system that is safe, secure and efficient.

Objective: Increase the safety of the transportation system through engineering, education, enforcement, and emergency management.

Objective: Participate in a cooperative effort to provide a secure and responsive transportation system to combat manmade and natural disasters.

Objective: Maintain and preserve the existing transportation infrastructure.

GOAL: Provide a transportation system that allows for movement of people and goods across the region and the country.

Objective: Provide transit services that meet the diverse needs of the population.

Objective: Provide bicycle and pedestrian facilities as part of the transportation network.

Objective: Plan for freight movement of goods to destinations across the country.

Objective: Support operation and management strategies that improve the movement of people and goods.

GOAL: Provide a transportation system that allows for the physical, emotional, and financial well being of the LCATS service area.

Objective: Emphasize a transportation system that supports the economic vitality of the metropolitan area.

Objective: Coordinate with environmental partners to minimize impacts to sensitive environmental resources from transportation facilities.

Objective: Design a transportation network to meet the changing and future needs of the community.

Objective: Encourage transportation infrastructure and development to be built concurrently.

The challenge is not in creating Goals and Objectives, but in implementing them in an efficient and 3-C process. LCATS strives to meet the Goals and Objectives by working constantly with individuals, groups, communities and elected officials. It is together that our goals can be achieved.

LCATS' study area is adjacent to the Mid Ohio Regional Planning Commission study area. The 3-C process is alive and well between the two MPOs on a number of projects that cross from one study area into the other, including but not limited to the SR 310 corridor study, the Licking County Engineer's Blacks Road extension project and the Federal Functional Classification re-designation. The two MPOs have worked and continue to work well together.

We also work well together not only in specific project analysis but also in large regional issues, such as the six county air quality non-attainment evaluations. We work very closely together to make sure that the channels of communication for travel demand model networks, project expansions and capacity projects are well documented and communicated. The two both fully participate in the interagency consultation process, which also involves OEPA, USEPA, ODOT, FTA and FHWA. All entities involved in the consultation process are highly professional, cooperative and comprehensive.

When a major project is being considered and developed, a task force, or stakeholder group, is convened. These groups serve many purposes: they provide an outreach source, education and knowledge base. Two such groups currently exist for the proposed Cherry Valley interchange project. The first group, the

Cherry Valley Task Force, is made up of local business leaders, elected officials, and citizens that are interested in moving the project forward. This group was very supportive and part of the driving force that helped Congressman Pat Tiberi successfully earmark two million dollars for a study to improve the intersection.

The second group of activists for the State Route 16 Cherry Valley intersection is the Columbus-Pittsburgh Corridor Committee. This group has a far greater reach, and is comprised of elected officials and business leaders from a seven county region. It's mission is to create a limited access highway from Columbus, Ohio to Pittsburgh, Pennsylvania. When completed it will open significant opportunities for central and eastern Ohio.

The Licking County Transit Board (LCTB) also works diligently to coordinate efforts between various agencies that provide transportation for human service clients. They have a coordination committee that works together to resolve issues, coordinate services, pool funds and improve services.

Frequently, LCATS and members of LCATS meet to discuss projects, coordinate projects, and allow for interaction between modes in planning. The region benefits from the cooperative spirit of federal, state, and local agencies, and adjoining MPO's. Individual task forces, focus groups, and stakeholder groups are periodically developed to work through complex issues and projects.

Our role is to help provide synergy, build relationships and consensus to move projects, programs and improvements forward that meet the "litmus test" of our Goals and Objectives.

COMMUNITY PROFILE

PEOPLE

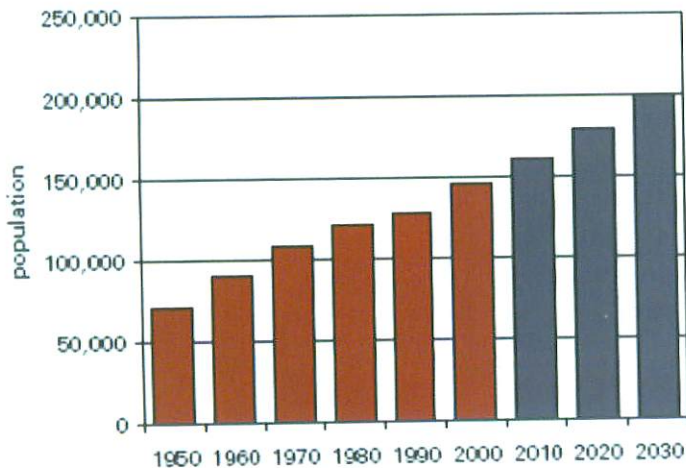


Figure III: Population of Licking County

LCATS looks at different population trends to better improve our service to the community. We also use this data as an analysis tool. Much of the information used is from the US Census Bureau. Licking County has been growing in population and is expected to continue growing.

Language Proficiency

LCATS closely watches data figures regarding primary languages that could require LCATS to publish or provide interpreters when seeking public involvement in our safety campaigns.