



PLANNING FOR TRANSPORTATION

Meet your County Agencies
Resource and Assistance
Opportunities

February 9, 2008



What is LCATS?

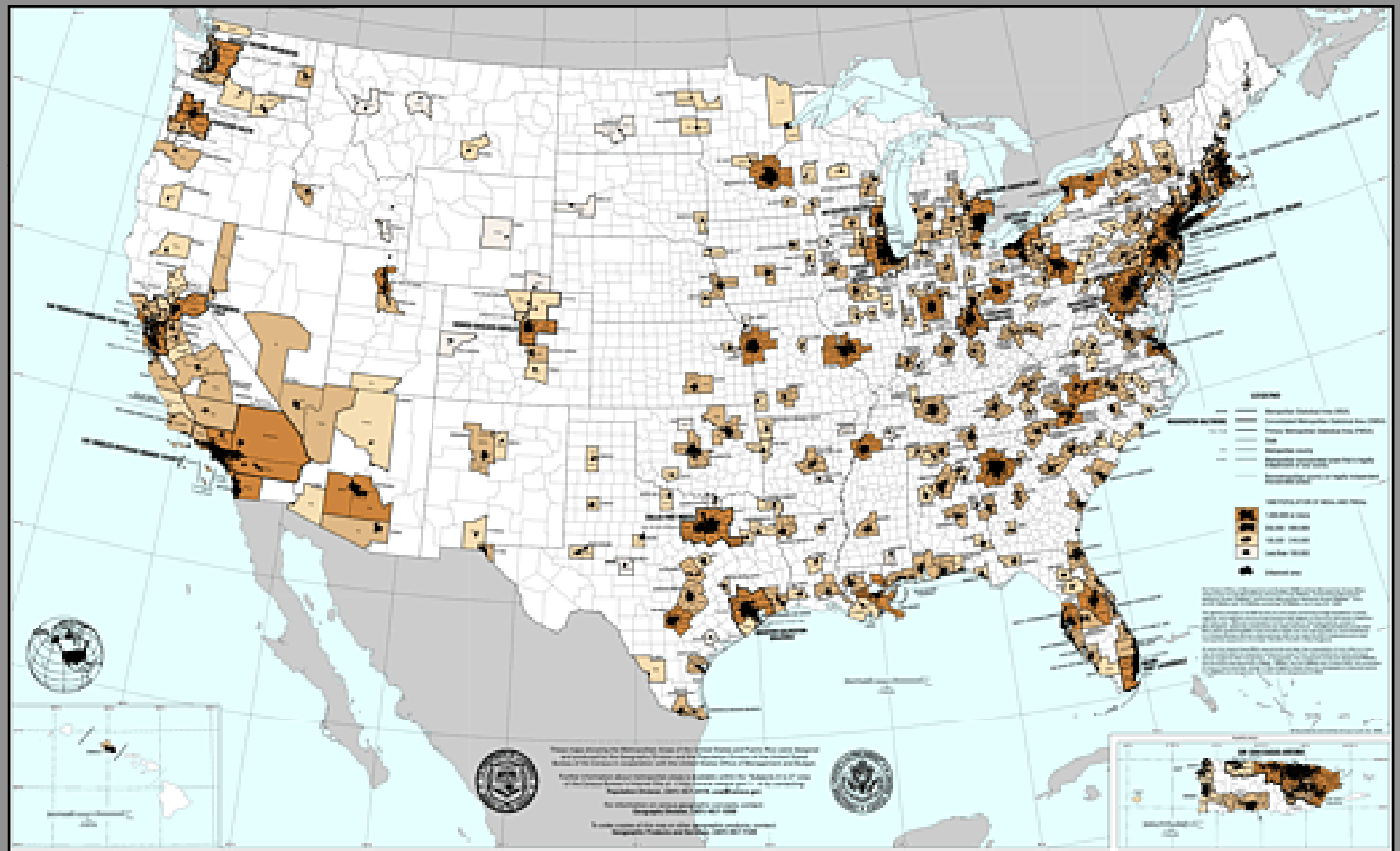
Licking County Area Transportation Study



- The Transportation section of the Licking County Planning Commission
- Designated Metropolitan Planning Organization (MPO) for Newark urbanized area
- “forum for cooperative transportation decision making for the metropolitan area” **23 CFR 450.104**
- Governed by a LCATS Policy Committee comprised of local elected officials and other transportation stakeholders
- Responsible for the transportation planning process for the metropolitan area



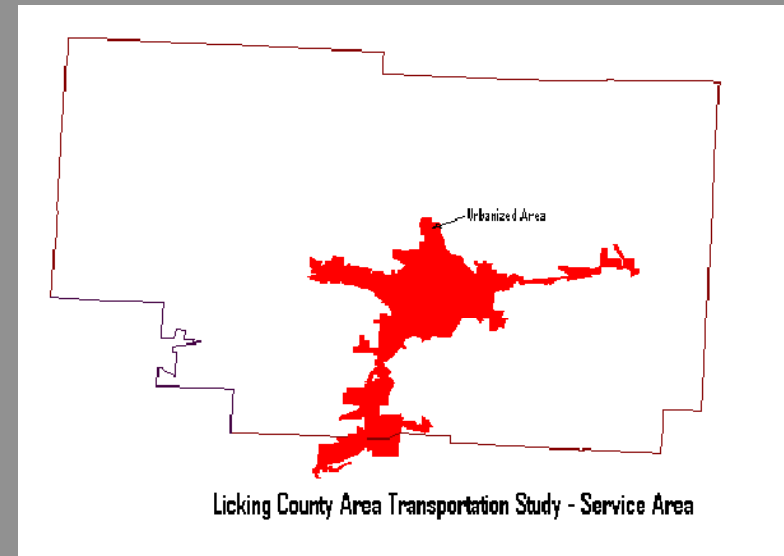
All “urbanized areas” are required to have an MPO or be part of an MPO





Newark urbanized area

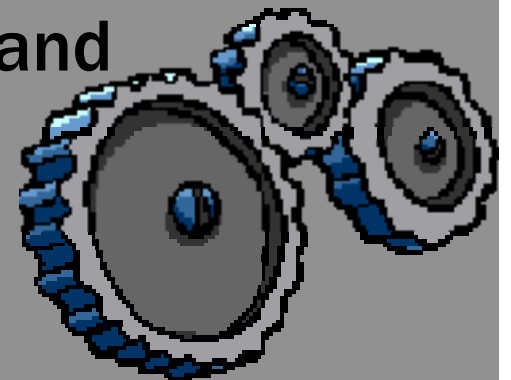
- Heart of Ohio
- Total area of 688 square miles
- Population of 145,491
- Centrally located urbanized area
- Etna Township and the Cities of Pataskala and Reynoldsburg are part of the Columbus urbanized area and MORPC





What is the role of the MPO?

- 3 C's ~ Continuing, Cooperative, Comprehensive
- Develop and implement a long range Transportation Plan (T- Plan) and Transportation Improvement Plan (TIP)
- Resource agency for locals concerning transportation issues, funding and projects.





The Long-Range Transportation Plan

- Describes vision for the region, and policies, operational strategies, and projects to achieve it
- Covers at least the next 20 years
- Leads to an intermodal system
- Reflects public involvement
- Contains a financial plan and is fiscally constrained
- Is updated every 4 years



The Transportation Improvement Program (TIP)

- A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with Plan
- Shows annual activity for a 4-year period
- Contains a financial plan and is fiscally constrained
- An initiative not listed in the TIP cannot receive FHWA or FTA funds
- Reflects public involvement
- Must be updated at least every 2 years



TIP

(Transportation Improvement Program) 2008-2009

Design/Environmental or Right of Way Phases

- SR 13/SR 16 Interchange Safety Improvements match - 2008
- Newark Transit Development Plan - 2008
- LCTB Transit Development Plan - 2009
- SR 16 & Cherry Valley TRAC match - 2009

Construction Phases

- SR 37/SR 79 left turn lane - 2008
- US 62 & Duncan Plains intersection signal & turn lanes - 2008
- LCTB Vehicle Purchase - 2008 & 2009
- Newark Transit Vehicle Purchase - 2008 & 2009
- SR 13 & Waterworks Intersection relocation - 2009
- Country Club Drive Upgrade from Granville to Sharon Valley - 2009



TIP

(Transportation Improvement Program)

2010-2011

Design/Environmental or Right of Way Phases

- Thornwood Drive Right of Way Acquisition - 2011

Construction Phases

- LCTB Vehicle Purchase - 2010 & 2011
- Newark Transit Vehicle Purchase - 2010 & 2011
- SR 79 Safety Improvements - 2010
- Goosepond Road Upgrade - 2010
- Manning Street Bridge Deck Replacement



Role of the MPO staff

- Provide information and technical support to board members and advisory committees
- Prepare documents
- Foster interagency coordination
- Facilitate public input and feedback
- Manage the planning process



SAFETEA-LU Planning Factors

(Our realm of assistance...)

- Economic vitality of the region
- Safety of the transportation system
- Security of the transportation system
- Accessibility and mobility options
- Environmental protection, energy conservation, and quality of life
- Integration and connectivity of the system
- Efficient system management and operation
- System preservation



Traffic Count Program

- 3 types of counts available
 - ✓ Tube/ground counts
 - ✓ Turning movement count
 - ✓ Radar count
- Data Collected
 - ✓ Volumes
 - ✓ Speed
 - ✓ Classification
- Traffic Projections
- Travel Demand Model





Safety Program

- 4 'E's' of Safety- Engineering, Enforcement, Education and EMS
- ODOT Safety Program
 - HRRRP (High Risk Rural Roads Program)
 - Traditional Intersection and segment identification
 - Locally identified locations
- Corridor Approach adopted by LCATS
 - SR 79 from Hebron-Heath
 - SR 16 Newark Expressway
 - 21st Street is next
- Specific Locations
 - US 62 in Johnstown
 - SR 13 between St. Louisville and Utica
 - Newark- Main & 30th, other local locations



Safety Program



- Public Service Jingle over Holiday & summer season
- Speed Trailer
- Safe Routes to School Assistance
- Safe Communities



Services Provided by LCATS

- Traffic Count and Projections
- Safety and Corridor Studies
- Speed Trailer
- Analyze Roadway geometric needs
- Provide technical assistance to local governments-TIS, PDP, developer review
- Transportation grant writing assistance
- Census Data Analysis



Services Provided by LCATS

- Program Manager for MPO Attributable Federal Transportation funds
- Prepare required documentation for the federal and state transportation agencies
- GIS Committee
- Other studies, such as 'Coordinated Public Transit Human Services Transportation Plan'



Transportation Funding Options from LCATS

- **Consolidated Planning Funds (CPG)** - 80/10/10 split, used to pay staff, overhead, studies, equipment, etc.
- **Surface Transportation Program (STP)** - Max 80% federal, broad range of transportation needs is eligible, very flexible. LCATS is allocated approximately 1 million per year
- **Congestion Mitigation Air Quality (CMAQ)** - Max 80% federal, must be used for reducing congestion and improving air quality, frequently used for intersection improvements, transit vehicle purchases. LCATS is allocated approximately \$800,000 per year





Transportation Infrastructure Funding Options

1. Local Funds
2. ODPS – Safety Grants
3. ORDC – Rail Improvements
4. LCATS
 - CPG – 80/10/10 split, Planning Grant
 - CMAQ – 80/20 split, \$800,000/year
 - STP – 80/20 split, \$1,000,000/year
5. CEAO – STP and Bridge funds
6. District 17- (Issue 1 & Issue 2 & JRS)
7. ODOD- Diesel Emissions Reduction Grant
8. State General Fund
9.and ODOT....



Transportation Infrastructure Funding Options from ODOT

- Transportation Enhancement (TE) Funds
- Safety Funds
- Municipal Bridge Funds
- Safe Routes to School
- Federal earmarks/Discretionary
- TRAC/Major New Funds
- Scenic Byways/Amish Buggy/Forest Highway/Airport Grant/Geological Site Assessment/Metro Parks/Emergency/Noise Walls/Research/Rideshare/Grade Crossings/SIB/Small City/Etc...
- Transit- E&D Fare Assistance, STP, New Freedom, JARC, Coordination, Operations



Transportation Funding Concerns

- Funding Shortfalls & Inflation
 - Significant construction inflation over the past 3-4 years
 - Insolvency of the Highway Trust Fund
 - Decrease in Ohio general funds for public transportation



Construction Cost Inflation

Highway and Street Construction





Predicted Cost Inflation FY08-FY12: July 2007

	FY08	FY09	FY10	FY11	FY12
High	14.5%	14%	13%	10%	8%
Most Likely	10%	10%	8%	6%	5%
Low	7%	6.5%	5%	4%	3%

Inflationary Compounded Growth

Most Likely	10%	21%	31%	39%	45%
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1. The predictions in the Table are based upon our experience and understanding of the changes affecting the construction industry in Ohio. BART sourced information from its own ODOT construction cost index and from outside construction analysts whom it believed had relevant information to contribute to developing these predictions.
2. We believe that the most important cost drivers of construction cost inflation for the next five years will be energy, steel, and cement. Unlike many other construction materials, these items are impacted by international influences which are difficult to predict.

Ohio Department of Transportation



8/9/2007



Construction Cost Inflation

- A total annual investment of \$238 billion is needed to “maintain” the nation’s highway and transit systems in 2007, increasing to \$319 billion by 2017;
- A total annual investment of \$293 billion is needed to “improve” the systems in 2007 increasing to \$387 billion in 2017;
- Available highway and transit revenues for all levels of government to fund these needs are estimated to be only \$188 billion in 2007 increasing to \$253 billion in 2017; and
- These estimates result in an average annual gap to “maintain” the nation’s highway and transit systems of over \$50 billion and an average annual gap to “improve” of over \$100 billion as shown in Figure ES.2.



Thank you

Questions?

Contact Information:

Sandra Mapel, P.E.

LCATS Technical Study Director

20 South Second Street

Newark, Ohio 43055

740-670-5190

smapel@lcounty.com