

RESOLUTION 2018 - Y

**OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING
COMMITTEE TO AMEND THE SFY2018-SFY2021 TRANSPORTATION
IMPROVEMENT PROGRAM**

WHEREAS, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) is designated the Metropolitan Planning Organization (MPO) for the Springfield urbanized area in Clark County by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement of Cooperation #30100 between ODOT and the Board of Commissioners of Clark County, Ohio; and

WHEREAS, the TCC is responsible for maintaining the area's Transportation Improvement Program (TIP), in cooperation with local governments, transportation providers, and the Ohio Department of Transportation (ODOT); and

WHEREAS, 23 CFR 450.326(d) requires that the TIP include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, the CCSTCC adopted infrastructure condition performance management targets for six performance measures, system reliability performance management targets for three performance measures, and total CMAQ emissions reduction performance management targets for three performance measures outlined in the Fixing America's Surface Transportation (FAST) Act for 2018 in October 2018; and

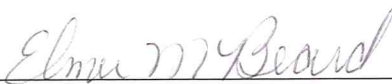
WHEREAS, the CCSTCC affirms that it will plan, program, and fund projects that have a positive impact in achieving the targets; and

WHEREAS, the amendment is consistent with the 2040 Transportation Plan; and

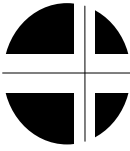
WHEREAS, the next scheduled update of the biennial Transportation Improvement Program is not until SFY2021.

BE IT THEREFORE RESOLVED:

That the members of the Clark County-Springfield Transportation Coordinating Committee approve the amendment to the SFY2018-SFY2021 Transportation Improvement Program as shown on the reverse side of this resolution.



Elmer M. Beard
Chairman
October 12, 2018



Infrastructure Condition Performance Measures

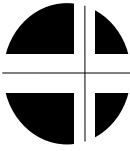
Beginning November 16, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for infrastructure condition. In October 2018, CCSTCC adopted Resolution 2018-U supporting ODOT’s infrastructure condition performance management 4-year targets for the six (6) performance measures outlined in the FAST Act. The statewide targets reflect ODOT’s review of eight (8) years of HPMS submitted NHS pavement data and ten (10) years of bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are only required for the poor and good conditions. ODOT’s review confirms that a high percentage of Ohio’s NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT’s Pavement and Bridge Management Systems predict these patterns to continue.

Targets:

National Highway System Pavement Condition	
Pavements	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	50%
Percentage of Interstate Pavements in Poor Condition	1%
Percentage of Non-Interstate NHS Pavements in Good Condition	35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%
Interstate System Bridge Condition	
Bridge	4 Yr. Target
Percentage of NHS Bridges by deck area in Good Condition	50%
Percentage of NHS Bridges by deck area in Poor Condition	5%

To aid in meeting those targets in the Clark County-Springfield region, CCSTCC continues to plan, program, and fund projects that have a positive impact in achieving the 4-year targets above. There is one project programmed in the FY2018-2021 TIP to address bridge and pavement condition on Interstate routes in Clark County. PID 83663 is a project that will widen Interstate 70 from two through lanes to three through lanes in each direction between US Route 68 and State Route 72. The project’s construction cost is \$50,468,000 and includes the replacement of six bridge decks and a resurfacing of all existing lanes.

In addition to PID 83663, there are a number of projects that fall under Statewide Line Items to address bridge and pavement condition on Interstate and non-Interstate NHS routes.



System Reliability Performance Measures

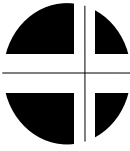
Beginning November 16, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for system reliability. In October 2018, CCSTCC adopted Resolution 2018-V supporting ODOT's system reliability performance management 4-year targets for the two (2) performance measures outlined in the FAST Act. The statewide targets reflect ODOT's review of FHWA's National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA's Performance Management Analytical Tool pooled fund study where a contractor assists states in calculating NPMRDS travel time reliability metrics. The NPMRDS is a relatively new dataset. The current iteration reflects only calendar year 2017 data. Accordingly, ODOT does not have historical data to review in establishing targets. ODOT's Travel Time Reliability targets are reflective of the calendar year 2017 data available.

Targets:

Level of Travel Time Reliability	
Travel Time Reliability	4 Yr. Target
Percent of person-miles traveled on the Interstate that are reliable	85%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	80%

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable.

To aid in meeting those targets in the Clark County-Springfield region, CCSTCC continues to plan, program, and fund projects that have a positive impact in achieving the 4-year targets above. There is one project programmed in the FY2018-2021 TIP to address travel time reliability on Interstate routes in Clark County. PID 83663 is a project that will widen Interstate 70 from two through lanes to three through lanes in each direction between US Route 68 and State Route 72. The project's construction cost is \$50,468,000.



Freight Movement and Economic Vitality Performance Measures

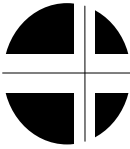
Beginning November 16, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for freight reliability. In October 2018, CCSTCC adopted Resolution 2018-V supporting ODOT's freight reliability performance management 4-year target for the performance measure outlined in the FAST Act. The statewide target reflect a ODOT's review of FHWA's National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA's Performance Management Analytical Tool pooled fund study where a contractor assists states in calculating NPMRDS travel time reliability metrics. The NPMRDS is a relatively new dataset. The current iteration reflects only calendar year 2017 data. Accordingly, ODOT does not have historical data to review in establishing targets. ODOT's Truck Travel Time Reliability target is reflective of the calendar year 2017 data available.

Target:

Level of Truck Travel Time Reliability	
Truck Travel Time Reliability	4 Yr. Target
Interstate Truck Travel Time Reliability Index	<1.50

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment's largest reliability ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

To aid in meeting this target in the Clark County-Springfield region, CCSTCC continues to plan, program, and fund projects that have a positive impact in achieving the 4-year target above. There is one project programmed in the FY2018-2021 TIP to address truck travel time reliability on Interstate routes in Clark County. PID 83663 is a project that will widen Interstate 70 from two through lanes to three through lanes in each direction between US Route 68 and State Route 72. The project's construction cost is \$50,468,000.



Congestion Reduction Performance Measures

Beginning November 16, 2018, TIP amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for congestion reduction. In October 2018, CCSTCC adopted Resolution 2018-W supporting ODOT’s total CMAQ emissions reduction performance management 4-year targets for the three (3) performance measures outlined in the FAST Act. The statewide targets reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based upon review of the 2013-2016 project emissions data recorded in the FHWA’s CMAQ Public Access Database and were averaged to form a trend analysis.

Targets:

Total CMAQ Emission Reduction	
Total CMAQ Emission Reduction	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	69 kg/day
Nitrous Oxide Total Emission Reduction	537 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	36 kg/day

To aid in meeting this target in the Clark County-Springfield region, CCSTCC continues to plan, program, and fund projects that have a positive impact in achieving the 4-year targets above. There are 2 projects programmed in the FY2018-2021 TIP with CMAQ funds totaling \$2,000,000 for construction:

- PID 94768 – Addition of a two-way left-turn lane on Middle Urbana Road
- PID 104677 – Upgrade and coordination of two traffic signals on SR235 in New Carlisle

There are an additional 2 projects programmed in the FY2018-2021 TIP with partial CMAQ funding totaling \$3,800,000 for construction

- PID 94797 – Addition of a left-turn lane at Robert Eastman and addition of bike lanes on Croft Road
- PID 104833 – Addition of bike lanes and completion of sidewalk gaps on Derr Road

There are also 8 projects programmed to support the CMAQ program through Rideshare and Air Quality Advocacy programs. These projects total \$220,000 over four years.