



Regional Transportation Plan Executive Summary June 1, 2015

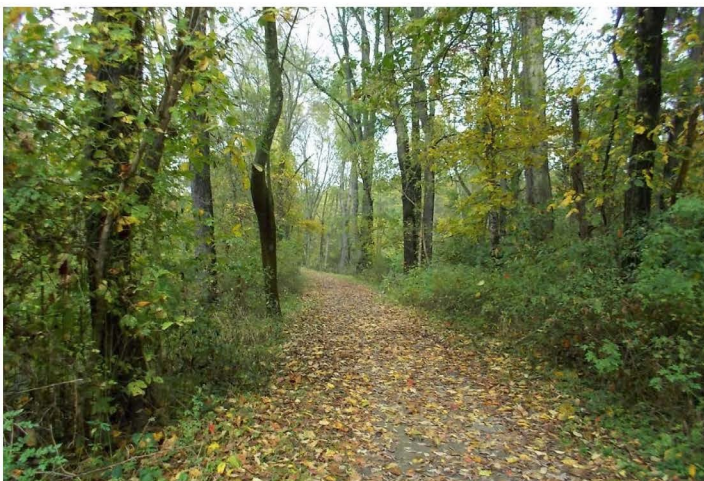


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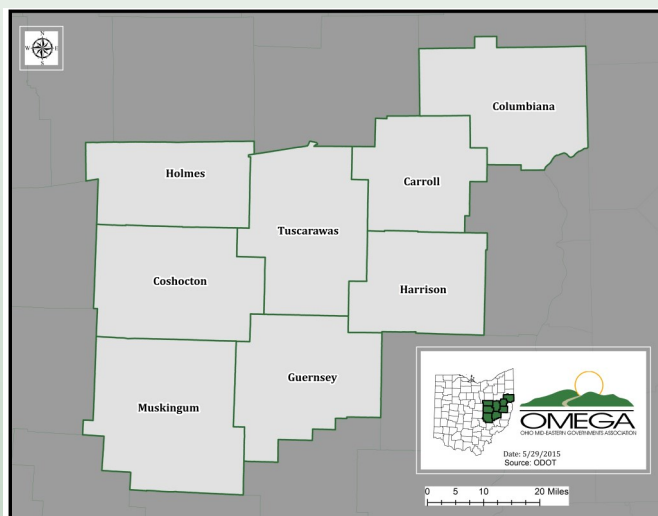
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THE OMEGA RTP

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as an agency of local governments pursuant to Section 167 of the Ohio Revised Code and is designated by the Appalachian Regional Commission as a Local Development District and by the US Department of Commerce, Economic Development Administration, as an Economic Development District. OMEGA is a collaborative body of member governments that serves as a facilitator between state and federal government agencies and local entities to provide opportunities in economic and community development through networking, education, planning, research, and allocation of resources.

On July 1, 2013, the Ohio Department of Transportation authorized OMEGA to participate in a two-year pilot program to develop a Regional Transportation Planning Organization (RTPO) to serve the eight counties in OMEGA's district which are not members of a Metropolitan Planning Organization. These eight counties include: Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas. A regional voice and planning organization is needed to address the major transportation needs that will facilitate economic and community development, address safety and congestion issues, and improve the quality of life for our residents.



During the initial two-year pilot program, OMEGA focused on the development of a Regional Transportation Plan. This Executive Summary highlights the transportation assets of the region, goals and objectives, and recommendations for meeting the transportation needs of the region. Results of the fiscal analysis and public involvement activities are also summarized.

THE OMEGA RTP

The development of the Regional Transportation Plan was a coordinated effort involving and engaging decision makers and stakeholders to include local elected officials, development agencies, private industry, ODOT, and the general public. OMEGA has worked closely with the Executive Board, Transportation Advisory Committee, and the Citizens Advisory Board to develop this plan.

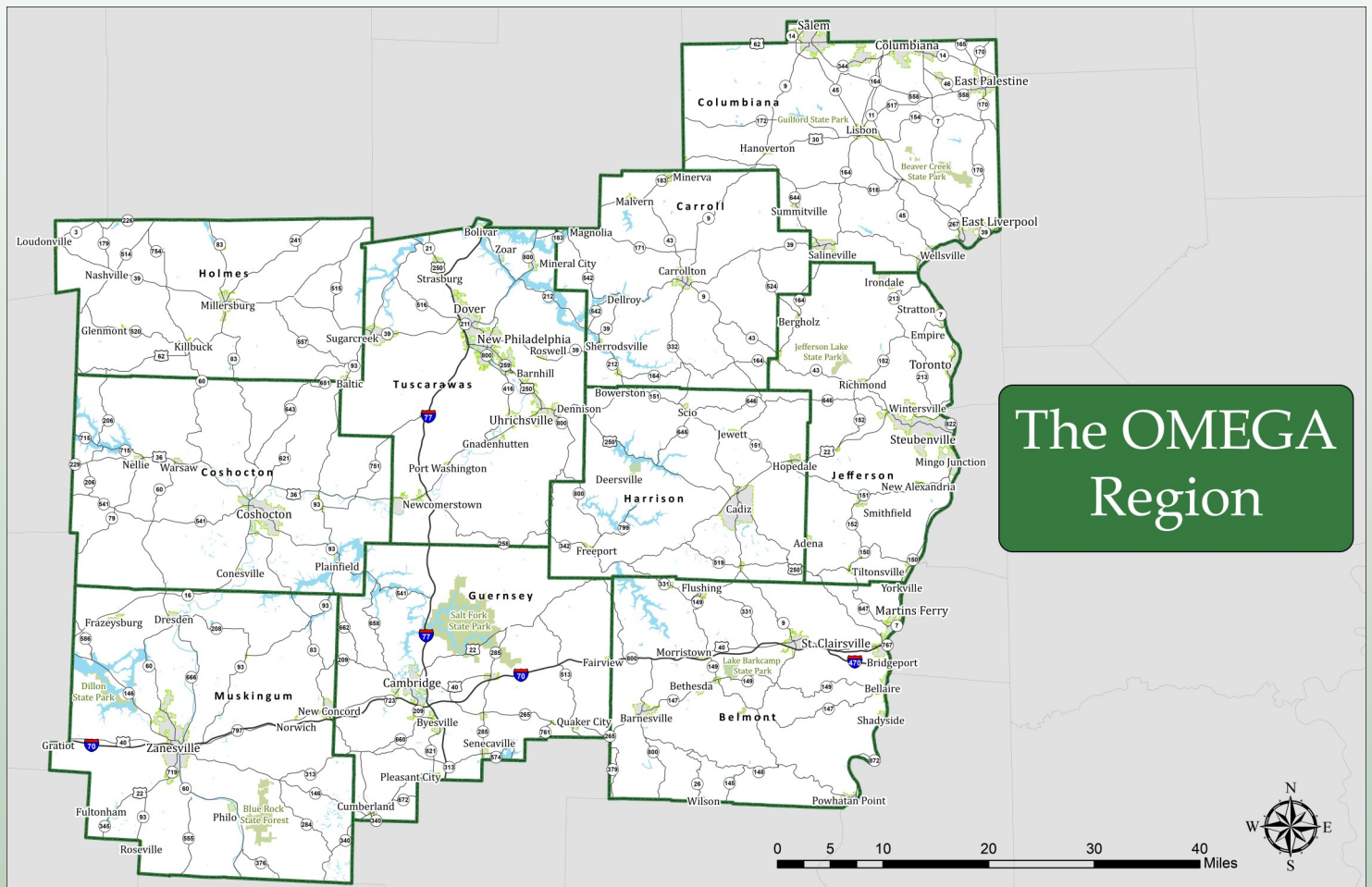
Consistent with the eight planning factors that need to be considered under the Moving Ahead for Progress in the 21st Century (MAP-21), OMEGA in conjunction with the Transportation Advisory Committee and the Executive Board have adopted the following goals for our transportation plan:

- Goal 1: Preserve, Maintain, and Improve Existing Transportation Systems
- Goal 2: Address Safety and Concern
- Goal 3: Facilitate Economic and Community Development
- Goal 4: Improve Quality of Life
- Goal 5: Develop a Financially Responsible Regional Transportation Plan

For more information, the complete Regional Transportation Plan is available on OMEGA's website: www.omegadistrict.org/transportation/RegionalTransportationPlan. Paper copies will be available upon request.

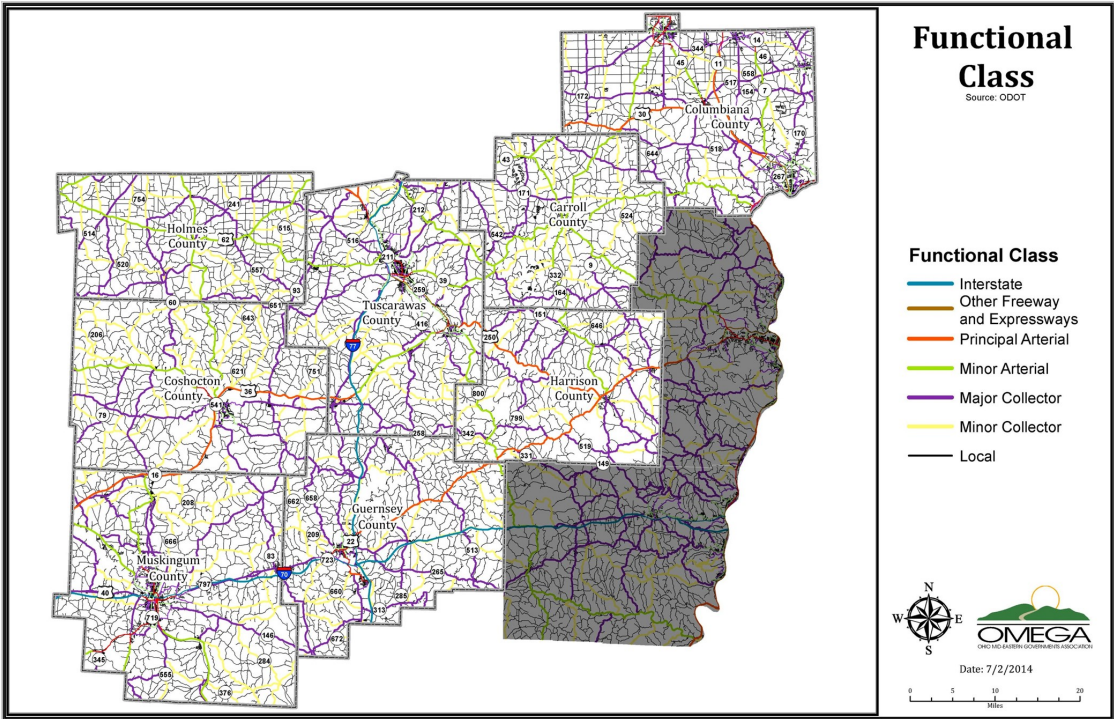
OMEGA is grateful for the support from ODOT and the Federal Highway Administration for this program and for the technical assistance and guidance provided by our mentor agency, the Eastgate Regional Council of Governments, our Executive Board, Transportation Advisory Committee, and Citizens Advisory Board.

EXISTING ASSETS

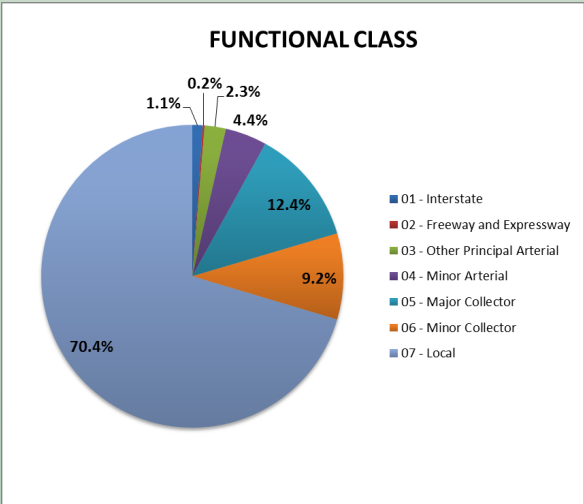


ROADWAYS

The OMEGA region targets roadways on the Federal Aid System which are eligible for federal funding.



- 10,350 Center Lane Miles.
- 30% of the roads are on the Federal Aid System.
- 70% are classified as Local Roads, and are not eligible for federal funding.
- By targeting these roadways, OMEGA will work to improve the region.



ROADWAYS

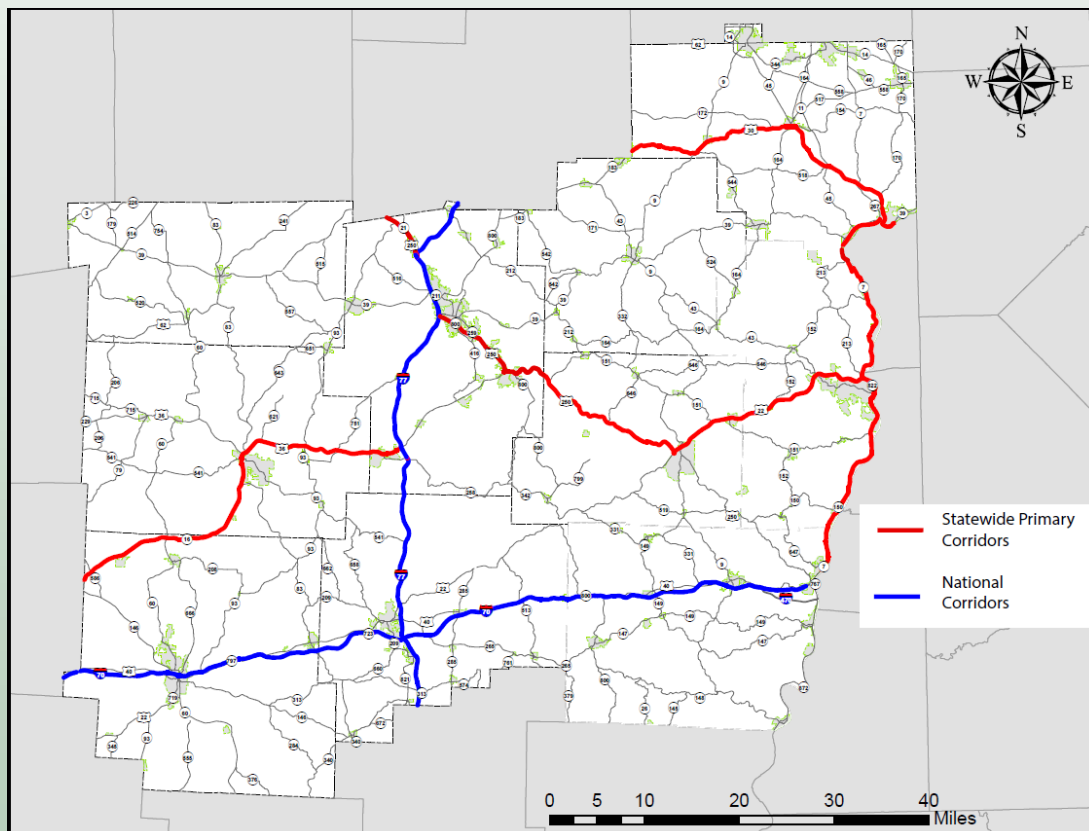
The OMEGA RTP0 contains:

Two Interstate Routes

- National Highway Corridors
- Connect large metropolitan areas in Ohio and adjacent states
- Heavy passenger and freight traffic both inside and outside Ohio

Statewide Primary Corridors

- Connect metropolitan areas within Ohio
- Predominately statewide freight and passenger travel



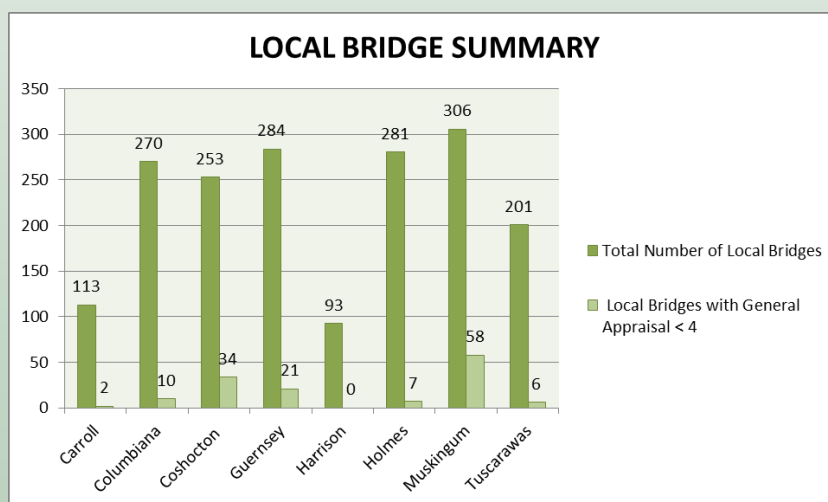
By working to maintain our existing roadways, OMEGA will work to improve these valuable freight and passenger networks.

BRIDGES

Bridges in the OMEGA Region:

- 2,964 bridges with a span great than 10 feet
- 1,163 are state bridges
- 1,801 are local bridges

(Initial bridge data provided to OMEGA was incomplete. Once updated data is available, OMEGA will revise accordingly)



Deficient Bridges:

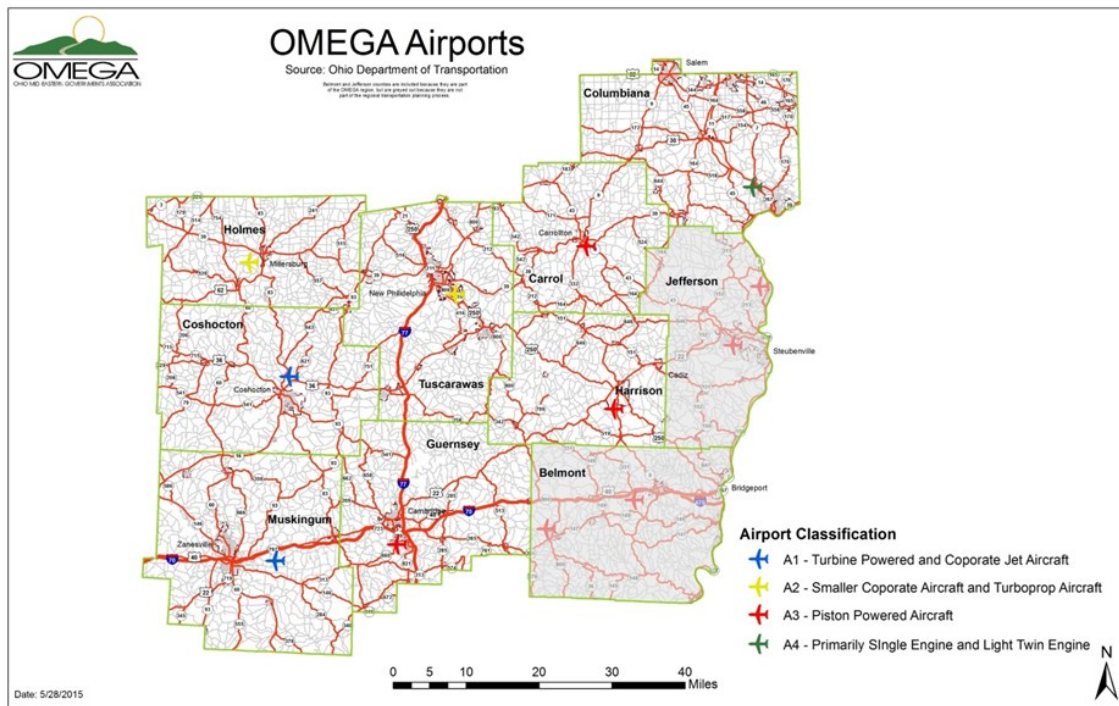
- **138 (8%)** Local bridges have a Poor to Failed General Appraisal Rating of 4 or less
- By 2040, **266 (15%)** Local bridges will be over 90 years old and nearing end of useful life

Through further identification, database management, and communication with our state and local entities, OMEGA plans to work to rehabilitate deficient bridges across our region.

AVIATION

The OMEGA RTPO has:

- 8 General Aviation Airports
- Two Level 1 Airports (Richard Downing in Coshocton County and Zanesville Municipal in Muskingum County)



OMEGA recognizes the valuable aviation assets that exist in our region and plan to assist them in meeting their requirements and potential upgrades.

TRANSIT

The OMEGA RTPO currently has:

- 4 Transit Agencies
- 2 Coordinated Transit Agencies
- Over 368,100 Riders in 2013
- 5% Annual Increase in Ridership



OMEGA Region Transit Agencies

- Carroll County Transit
- Community Action Rural Transit System (CART)
- Coshocton County Coordinated Transportation Agency (CCCTA)
- South East Area Transit (SEAT)
- Harrison County Rural Transit
- Tuscarawas Coordinated Public Transportation

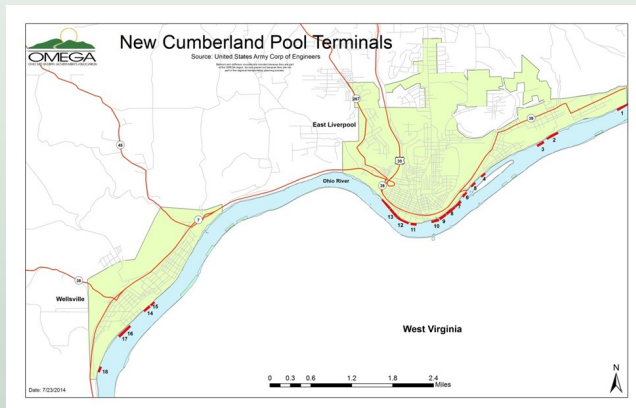
To further assist our transit agencies and residents, OMEGA will develop a transit work group with the ultimate goal of improving services, access and mobility; increasing regional cooperation; and enhancing the capabilities of transit within our region.



RIVERS AND PORTS

Three major rivers exist in the OMEGA RTPO:

- Ohio River
- Tuscarawas River
- Muskingum River



Only the Ohio River can support commercial barge traffic. The main port area of our region, the Wellsville Intermodal Facility, and the New Cumberland Pool Terminals, are located on the Ohio River in Columbiana County.

The Muskingum and Tuscarawas Rivers are primarily used for recreational purposes. Fishing, boating, hiking, sightseeing, and visits to historical places are just some of the many activities possible along these rivers.



BICYCLE AND PEDESTRIAN

There are 10 bikeways in the OMEGA RTP:

- Conotton Creek Trail
- Coshocton Three Rivers Bikeway
- Great Guernsey Trail
- Holmes County Trail
- Little Beaver Creek Greenway
- Muskingum Recreational Trail
- Ohio-Erie Canalway Tow-path
- Panhandle Passage Trail
- US Bike Route 50
- Zane Landing Trail



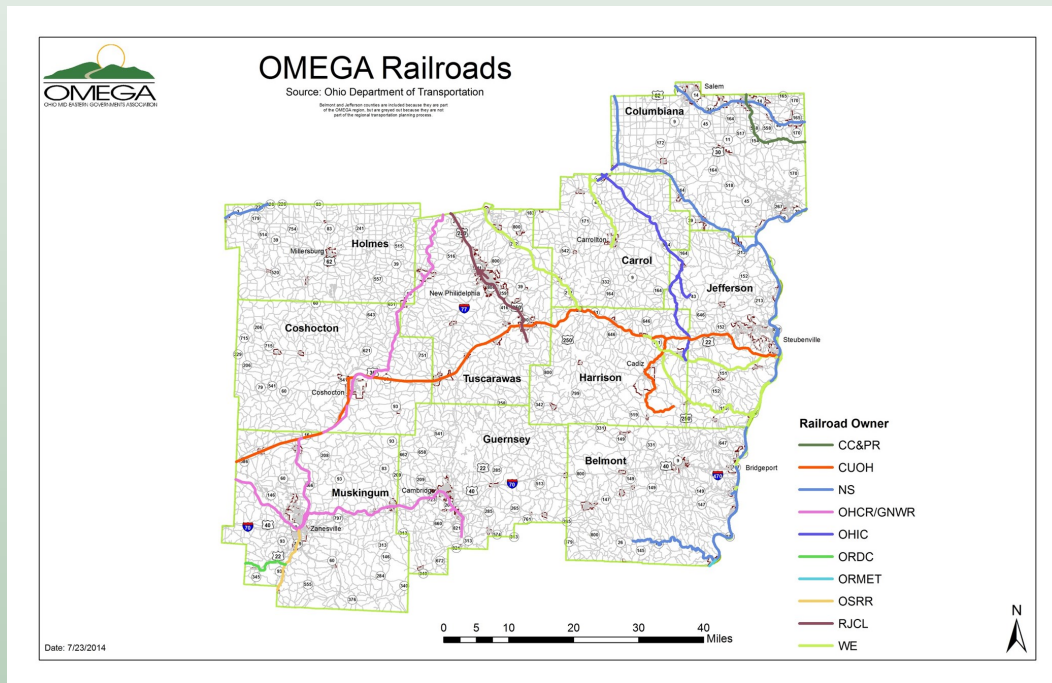
Sidewalk improvements are greatly needed within our region.

OMEGA recognizes the importance of bicycle and pedestrian mobility. We look forward to working with our communities to develop safer routes and improve accessibility.

RAIL

Railways are an important asset to our region.

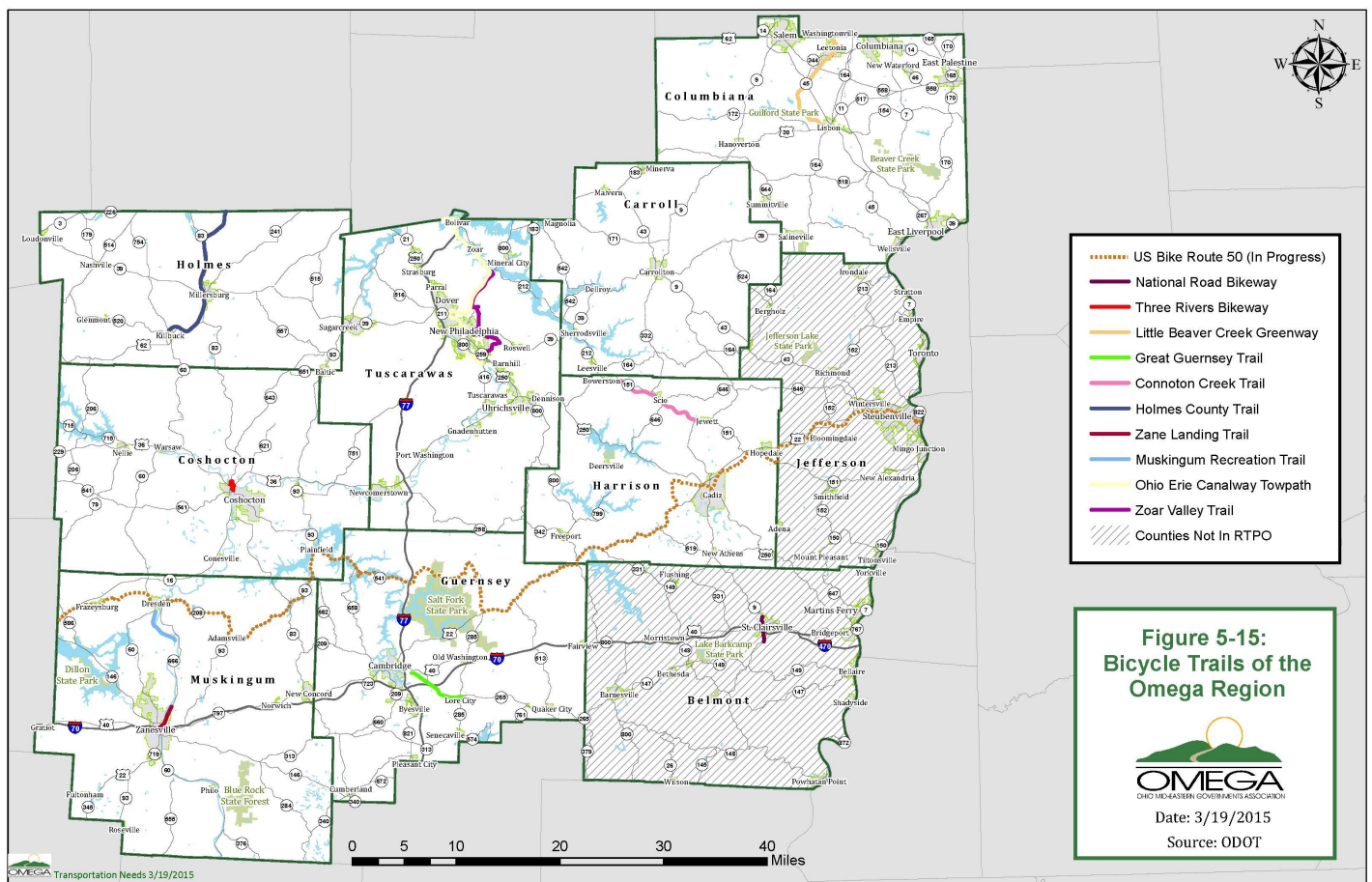
- Ten operating companies
- 1,261 miles of railroad
- Regional and statewide connections
- Rail in every county
- Norfolk Southern is largest railroad in region
- Freight shipped by rail increasing



OMEGA is working with our local communities to prioritize and discover methods so that our region can benefit from increased rail use.

GOALS AND OBJECTIVES

We developed five main goals and objectives to maintain and improve the transportation systems in the our region.



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS

We targeted 3 transportation assets to address this goal:

- Roads
- Bridges
- Airports



Regional Facts:

- \$57 million in local bridge improvements over next five years
- \$31 Million in runway maintenance is needed over next twenty years
- \$255 million for pavement maintenance on Federal Aid System over next five years
- 141.4 Miles of Road have poor pavement condition ratings

(Note: PCR data available for only 28% of roads)

Through our regional analysis, we focused on roads with poor pavement conditions, deficient bridges, and our airport needs. In doing so, OMEGA will be able to continue our efforts towards maintaining and improving these transportation systems.

ADDRESS SAFETY AND CONGESTION

We analyzed several data sets, created priority listings, and identified specific areas to improve safety and to reduce congestion.



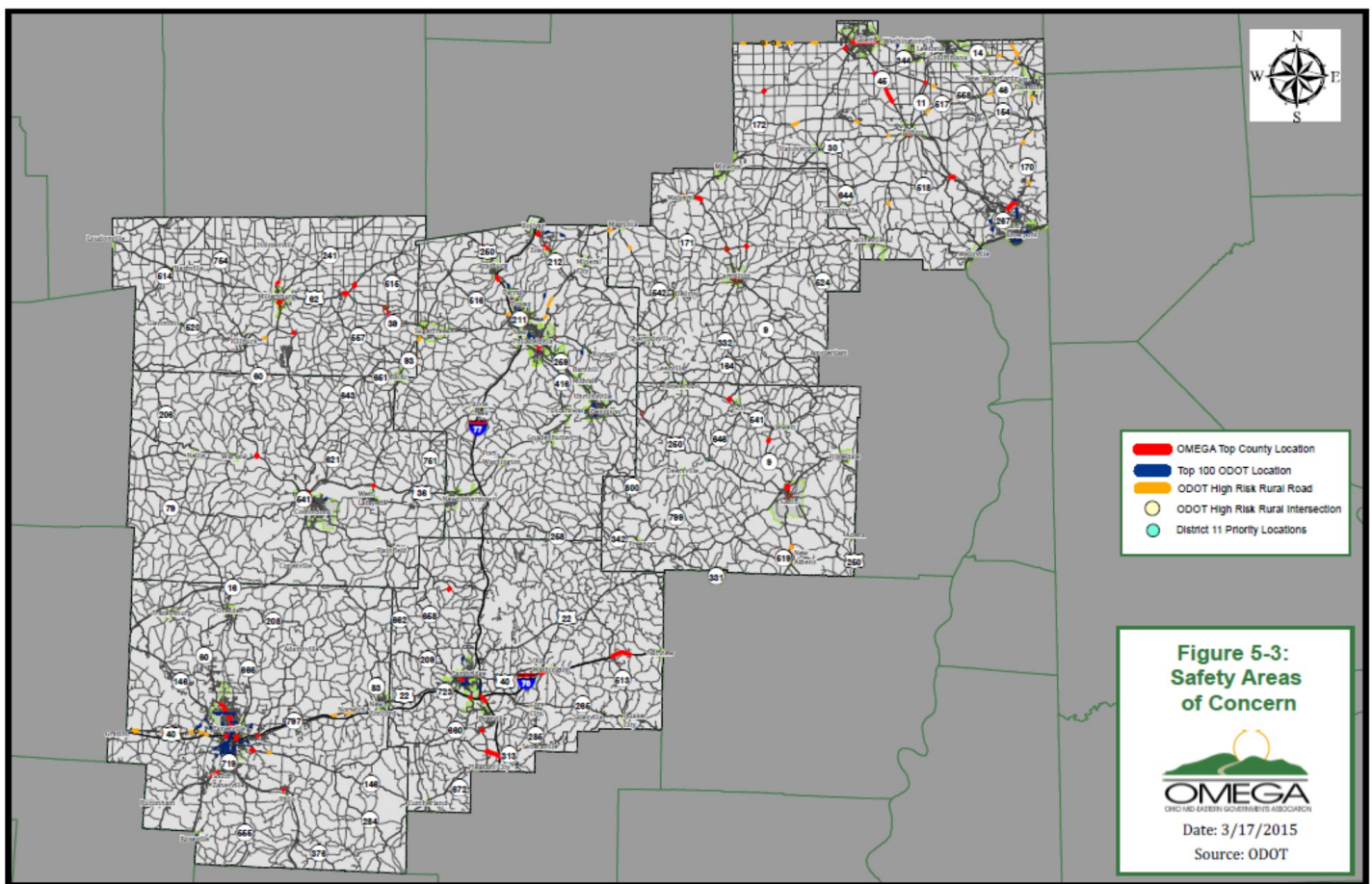
Regional Facts:

- 30,113 accidents occurred from 2011 to 2013
- 25% were injury accidents
- 0.56% fatal accidents
- Roadway Departure Leading Cause of Accidents (29%)
- Maple Avenue Corridor (Zanesville), Over 800 crashes from 2011 to 2013
- By 2040, Maple Avenue Corridor will exceed capacity
- By 2040, I-70 is projected to have severe congestion

Safety and congestion are major issues within the OMEGA region. Through our data driven approach, we will investigate methods to improve safety and reduce congestion throughout the RTP0.

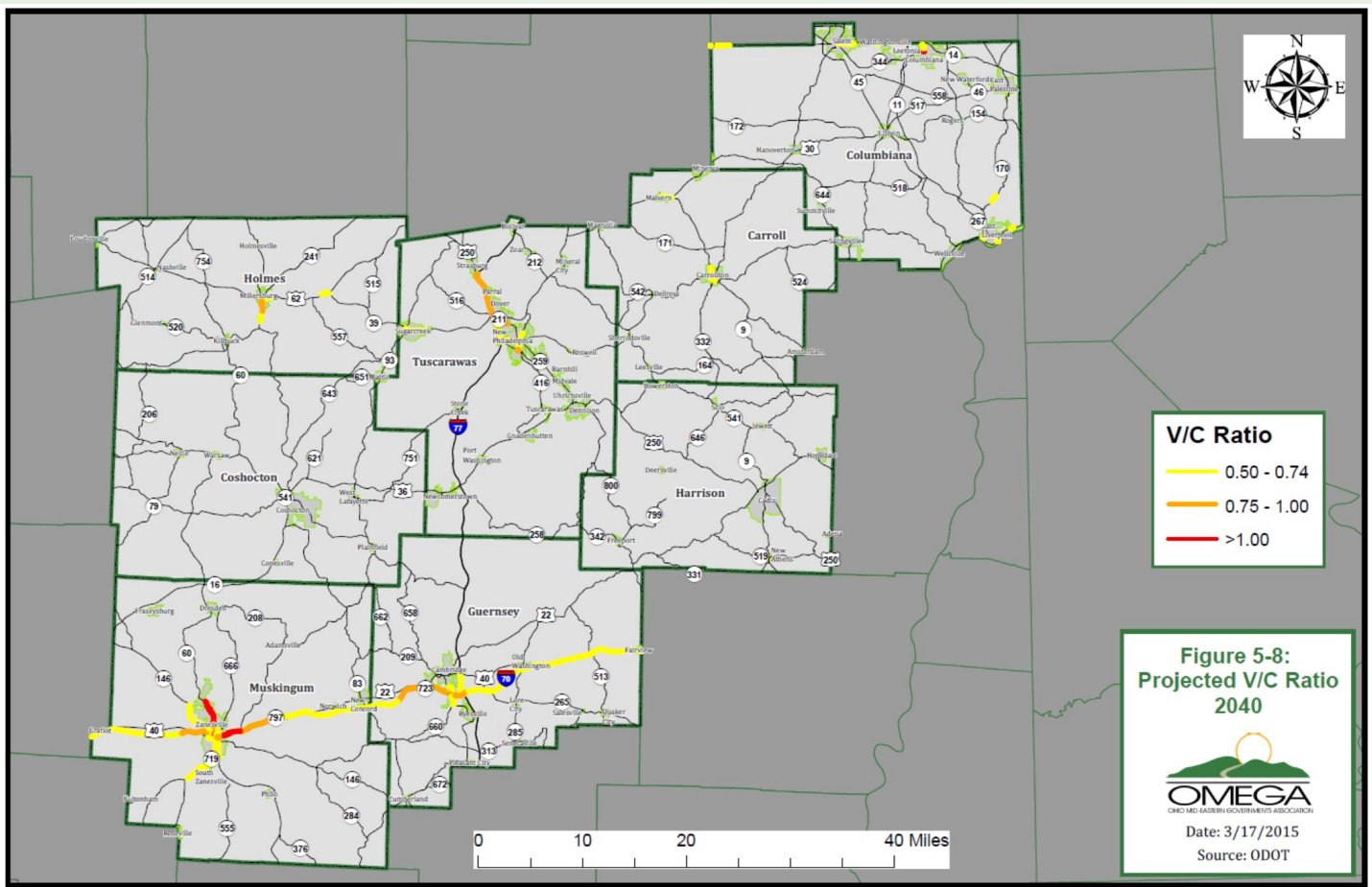
ADDRESS SAFETY AND CONGESTION

The map below depicts the areas of safety concern for our region.



ADDRESS SAFETY AND CONGESTION

The map below depicts roadways that are expected to be congested by 2040.



IMPROVE QUALITY OF LIFE

Three transportation assets were identified to improve the quality of life for our residents:

- Transit
- Sidewalks
- Bicycle pathways and routes



Transit Needs

- Increased revenue for operations and capital expenditures
- Improved coordination among all transportation providers
- Effective service to remote rural areas and to lower income areas
- Extended service hours
- Increase in demand as population ages
- Drivers

To improve these assets, OMEGA will:

- Develop a Transit Work Group to increase coordination, devise funding strategies, and work to make transit more accessible.
- Create a regional bicycle map
- Continue to work to improve sidewalks and pedestrian access and mobility

By working with our transit agencies and communities, OMEGA hopes to improve the quality of life for our residents by improving transit services, bikeways, and sidewalks.

FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

OMEGA is looking at ways to better utilize and improve our transportation assets to encourage economic and community development.

Economic Impact
of Rover and
Nexus Pipelines



We will to achieve this by:

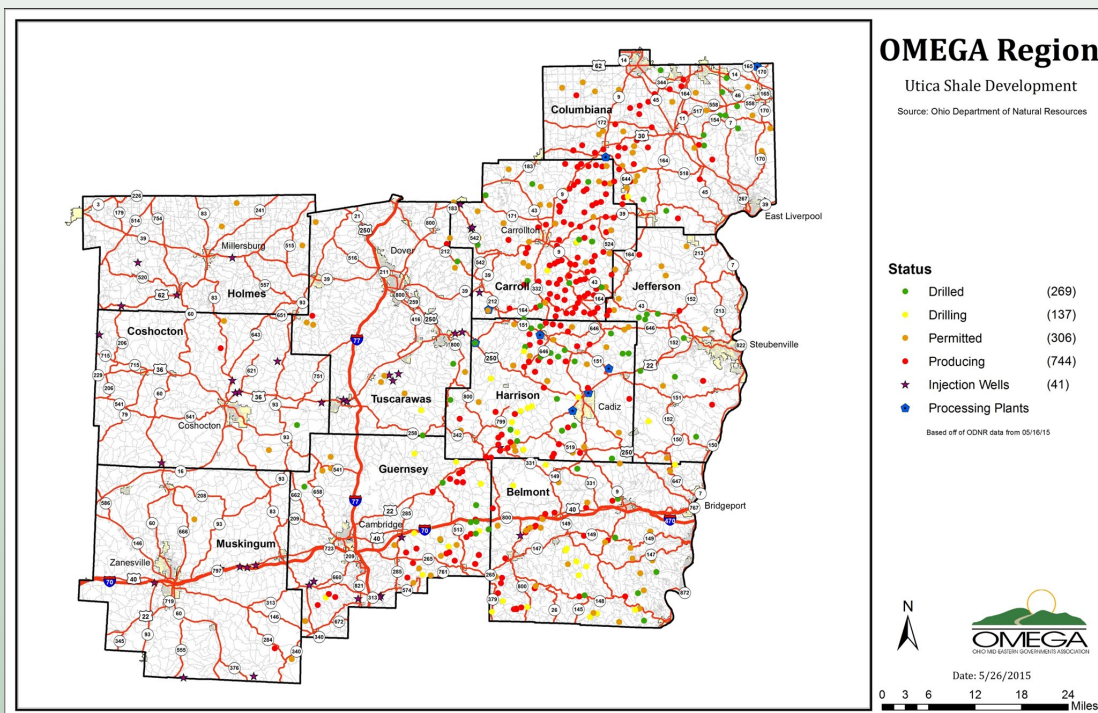
- Improving access to industrial centers
- Assessing impact of shale development on transportation systems
- Improving rail access
- Increasing port accessibility

By incorporating economic interests into transportation, we hope to facilitate economic development and prosperity in our communities.

FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

Shale development and extraction in the Utica and Marcellus basins have been a dominant economic activity of our region in recent years. Large scale extraction began in 2011 and will likely continue into the foreseeable future. Shale development has presented several unique challenges to the transportation systems in the region. Development and enforcement of Road Use Maintenance Agreements are key to preserve and maintain roads and Bridges in areas impacted by oil and gas activity.

- 744 producing wells
- 3,300 trucks per well
- Six Processing Plants
- 41 Injection Wells



Raw materials and products are shipped by truck, rail, and pipeline to and from the six processing facilities in the region. Both rail and road systems will need to be assessed so that product and raw materials can be shipped effectively and safely to and from these facilities. OMEGA and communities in the impacted counties will need to continue to monitor traffic volumes associated with well development, pipeline construction, and operation of the processing plants to assess the impact on pavement condition (basic maintenance), bridge condition, safety, and congestion.

RECOMMENDATIONS

OMEGA has developed a list of recommendations for addressing the regional transportation needs of the RTPPO. These recommendations are based upon an analysis of the existing and future conditions, consultations with the Executive Board, Transportation Advisory Committee, Citizens Advisory Board, public involvement, and an assessment of the needs of the region. A list of specific projects to meet the needs of the OMEGA RTPPO is provided on the following pages. This list includes those projects which can reasonably be constructed during the period between July 1, 2015 and June 30, 2020. As the RTPPO continues, OMEGA will work with stakeholders to develop a prioritized system for ranking projects in the region.



The overwhelming conclusion from OMEGA's analysis and stakeholder input is that an **additional revenue stream** is needed for funding transportation projects and for assisting transit agencies. This additional revenue stream is needed **to supplement** the funds that are currently available through ODOT and the Federal Highway Administration, various CEAO programs, Ohio Public Works Commission, and other programs. The needs of the OMEGA RTPPO region are great and current levels of funding are inadequate to meet those needs .

CARROLL COUNTY

1. Widen and improve geometrics on SR 43 between SR 9 and SR 164.
2. SR 9 and SR 171 Intersection Improvements. Estimated Cost: \$1.52 Million
3. SR 171 and Avalon Road (CR 20) Intersection Improvements. Estimated Cost: \$250,000
4. SR 43 and SR 171 Intersection Improvements.
5. SR 39 and SR 43 intersection Improvements.
6. SR 9 south of SR 9/SR 43 (accidents, rollovers).
7. SR 164 west/Castle Road (signage, geometrics) SR 164/Cashmore Improvements .
8. SR 164 west /SR 9 Kilgore narrow intersection (accidents, geometrics).
9. SR 9/SR 39/ SR 43 in Carrollton (geometrics, accidents, retaining wall).
10. SR 164/ Orlon Road geometrics near Jefferson County line (coal development).
11. Meadow/SR 9 sight distance (accidents).

COLUMBIANA COUNTY

1. Planning studies for US 30 Ohio's Energy Corridor (in progress).
Estimated Cost: \$750,000
2. SR 7 & TR 1131 Bell School Road Intersection Upgrade for Beaver Local School.
3. Calcutta/Smith Ferry Road CR 430 Improvements (local funds needed).
Estimated Cost: \$4.29 Million
4. McGuffey Drive Improvements.
5. Completion of Columbia Drive Extension.
Estimated Cost: \$2.11 Million
6. Complete Lake to River Pedestrian/Bicycle Trail.
7. SR 39 Improvements in City of East Liverpool.
8. City of Salem: US 62/SR 45 Bypass Connection.
9. City of Salem: Overpass on South Lincoln to SR 45.
10. City of Salem: SR 14 Traffic Flow (east side of City, SRMC).
11. City of Salem: Bicycle lanes to reach Greenway Trail.
12. 16 School Road Improvements in Wellsville/Yellow Creek Township to new 500 acre development near SR 7 and the Wellsville Intermodal Facility.



COSHOCTON COUNTY

1. Improve access to RockTenn Plant. Estimated Cost: \$450,000
2. Airport Road Extension to CR 193. Estimated Cost: \$650,000
3. SR 541/SR 16 Interchange. Estimated Cost \$4.1 Million
4. Sidewalks throughout the City of Coshocton and surrounding area to connect high density residential area (apartments, senior housing, low-income housing, etc.) to commercial areas, places of employment, and schools. Estimated Cost: \$1.5 Million
5. Handicap accessible sidewalks in the City of Coshocton.
6. Alleviate congestion on 2nd Street.
7. Traffic signal pre-emption for emergency vehicles. Estimated Cost: \$350,000
8. Roscoe Village Drainage and Sidewalks
9. Signalization improvements



GUERNSEY COUNTY

1. I-70/SR 209/Dozer Road Improvements to alleviate congestion.
2. Cambridge Municipal Airport: Runway Expansion. Estimated Cost: \$955,000
3. I-70/SR 723 Interchange: Provide southbound access*
4. US 22, east of I-77 Potential Development that may need road improvements.*
5. US 40, east of I-77 Potential Development that may need road improvements.*
6. US 40/Old National Road "Y" Intersection Improvements.
7. Vocational Road/SR 313 intersection Improvements
8. SR 313, east of I-77 Potential Development that may need road improvements*
9. Deerpath Drive/County Road 35 (old 21) Intersection Improvements.
10. Access Road (BP Station Old 21)
11. Coordination with State's Emergency Evacuation Routes.
12. Traffic Flow Improvement on SR 209 at Woodlawn Avenue; possible round-about and widening. Estimated Cost: \$1.5 million
13. US 22 and Dewey Avenue Improvements to alleviate congestion. Estimated Cost: \$1.5 million
14. Signal and widening along Whitaker and Reitler Roads. Estimated Cost: \$5 million
15. Reconstruction of Steubenville Avenue and truck route alternate for US 22 and SR 209
16. Truck Route from Woodlawn and Morton Avenue along North Avenue to Byesville Road and I-77. Estimated Cost: \$3.1 million
17. Access Management Plan for SR 209 and US22/40 through commercial areas.
Estimated Cost: \$150,000 to \$200,000.

***Long range project**

HARRISON COUNTY

1. Replacement of the now closed CR 51 Bridge. Estimated Cost: \$3 million.
2. Lengthen airport runway from 4,400 feet to 5,000 feet.
3. Upgrade of county and township highways accessing gas processing plants.
4. Designate CR 29 (Industrial Park Road) as a State Highway (connects SR 9 and US 22).
5. Village of Cadiz: US 22 and Industrial Park Road Intersection (acceleration lane headed east and a deceleration lane headed west on US 22).
6. Zitko Road Bridge Replacement (Structurally Obsolete)
7. Rehabilitation of rail line from the new MarkWest plant at the north end of Cadiz to the main Ohio Central track in Cadiz junction (in progress by Midwest Terminals).
8. US 22 and SR 800 Intersection Improvements (turning radius improvement).
9. Intersection of SR 800 and SR 799 north of the Village of Freeport turning radius improvement (traffic south bound on SR 800 have difficulty turning left onto SR 799).
10. Village of Cadiz: US 22 and N. Main Street Intersection, acceleration lane headed west.
11. Village of Cadiz: SR 9 Ramp off of US 22 east bound, turning lanes and signal needed (heavy truck traffic). Also lighting along SR 9 to new rail facility.
12. Development of SR 151 Corridor; resurface SR 151 between Jewett and Bowerston.
13. Rehabilitation of Wheeling and Lake Erie rail line from Hopedale to Warrenton on the Ohio River (which already has barge loading facility).
14. Full depth reclamation and resurfacing of CR 13 between CR 12 and US 22 which will serve a new major aggregate operation.
15. Village of Freeport: Signal at the intersection of SR 800 and SR 342 to accommodate business expansion, coal mining and shale activities. Also widen SR 800 in the Village.
16. Village of Jewett: Widen intersection of SR 9 and SR 151, especially north on SR 9.
17. Village of New Athens: Signal at the intersection of SR 9 and SR 519.
18. Village of Scio: Heavy traffic created by the new UEO Fractionation facility has created a need for better lighting and caution lights around the intersection of SR 151 and SR 332.
19. Junction at Jewett Logistics Campus (rail and truck transloading services with unit train capacity).

HOLMES COUNTY

1. SR 39 Corridor Improvements.
2. Wider berms on roads for buggies and bikes (specific routes needed).
3. SR 557/ SR 39 Intersection Improvements (safety and congestion).
4. Upgrade SR 557 Corridor and local intersections.
5. Completion of trail along CR 23 with bridge replacement over Mohican River to facilitate tourism and Amish traffic.
6. Village of Millersburg: Alleviate congestion (primarily commercial traffic) in downtown. Millersburg where SR 83, US 62/SR 39 and SR 241 converge.
7. Village of Millersburg: Congestion on S. Washington Street (US 62/SR 83).
8. Village of Millersburg: Improve pedestrian access and walkability throughout town.
9. Village of Millersburg: Connect trail to downtown Millersburg more effectively.
10. Village of Killbuck: Access to Killbuck Industrial Park Phase II.



MUSKINGUM COUNTY

1. Regional traffic flow safety study (related to Maple Avenue Corridor)
Estimated Cost: \$76,450.
2. Alleviate congestion and reduce accidents on Maple Avenue by providing an alternate route such as Linden Avenue/North River Road to Richvale to SR 60.
3. Philo/Duncan Falls (CR 32) Bridge Replacement. Estimated Cost: \$15 million (programmed for 2019)
4. Dillon Falls Road Re-alignment.
5. West Pike Access Improvements (I-70/US 40 Interchange area).

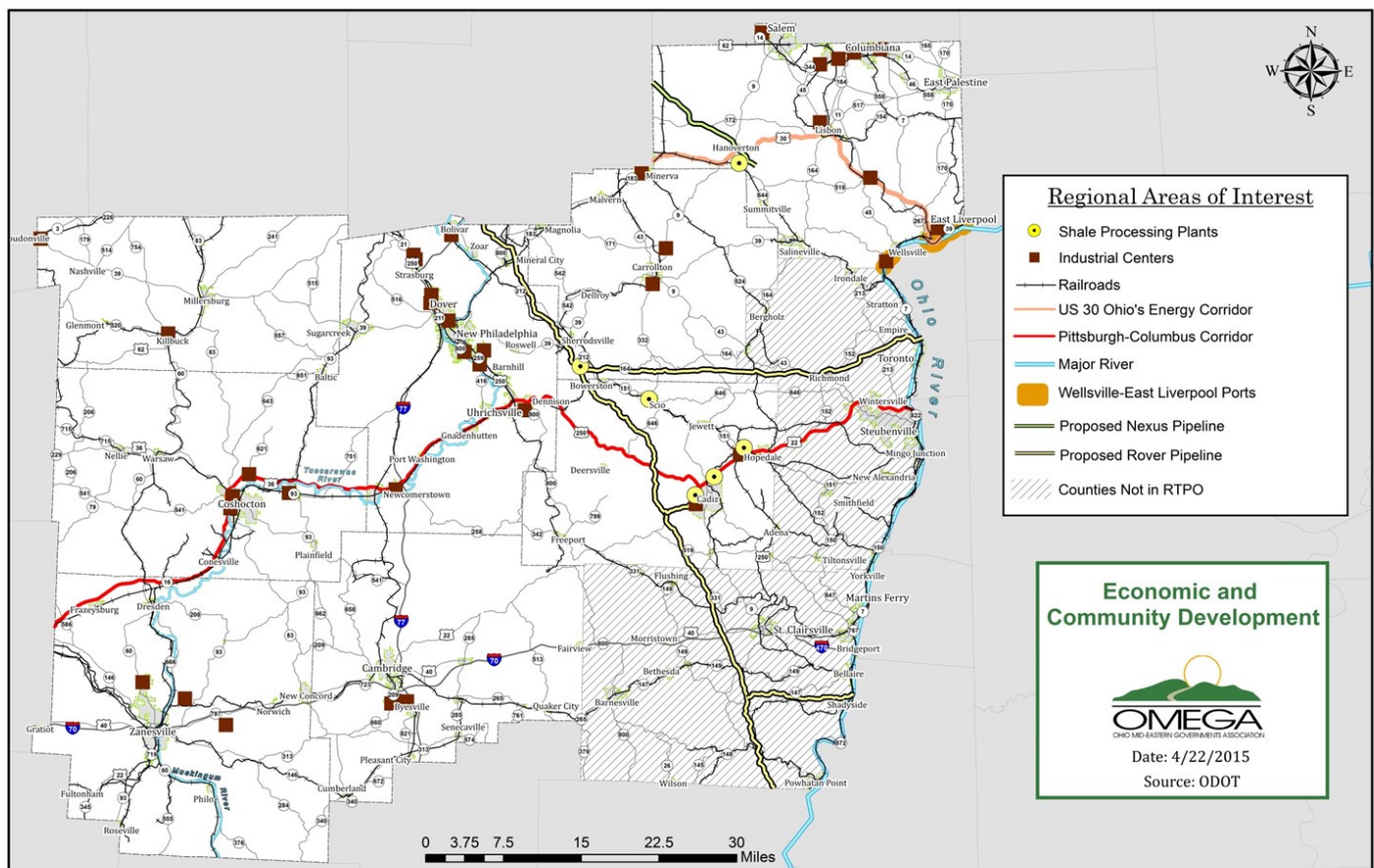


TUSCARAWAS COUNTY

1. US 250 between Dennison and Harrison County Line (traffic issues and safety).
2. Improve University Drive in New Philadelphia to provide access to KSU, Technology Park, and Buckeye Career Center to include alternate access to KSU, Technology Park, and Buckeye Career Center. Bridge will need to be replaced if road is widened.
3. Improve traffic flow at I-77/US 250 interchange at Strasburg (exit 87) (Programmed for 2016, partially planned for 2015)
4. Improve access within Newcomerstown Industrial Park (partially planned for 2015). Estimated cost: \$69,180
5. Widening/safety improvements on CR 21 between Stonecreek and New Philadelphia (Programmed for 2017).
6. Longer runway for Clever Airport, or new airport at alternate location.
7. Funding for the three local 501 (3) C agencies that provide transportation services.
8. Improve traffic flow at I-77/SR 39 interchange at New Philadelphia (exit 81).
9. Improve traffic flow at I-77/SR 39 interchange at Dover (exit 83).
10. Improve sight distance at SR 93/CR 75 intersection.
11. Integrated plan for road and bridge maintenance in regard to gas processing plants, gas and oil pipeline construction, and gas/oil related traffic to include US 36/Trenton Avenue/CR 28 to new processing plant.
12. Widen North Wooster Avenue in Dover from Third Street to northerly city limits.
13. Uhrichsville: North Water Street (5th to Trenton Avenue) into Downtown
14. Uhrichsville: Eastport Avenue Improvements including storm sewers, curb, sidewalk, and pavement (partially programmed for 2016). Estimated Cost: \$ 1.49 Million
15. Study on use of rail for oil and gas industry.

REGIONAL LONG TERM PROJECTS

Based on data and research from our planning activities, meetings with our Transportation Advisory Committee, and feedback from our Public Involvement Meetings, OMEGA has identified regional long term projects that are important to the RTPO. Two corridor projects are highlighted in this Executive Summary. Other long-term recommended projects are identified in the Regional Transportation Plan.



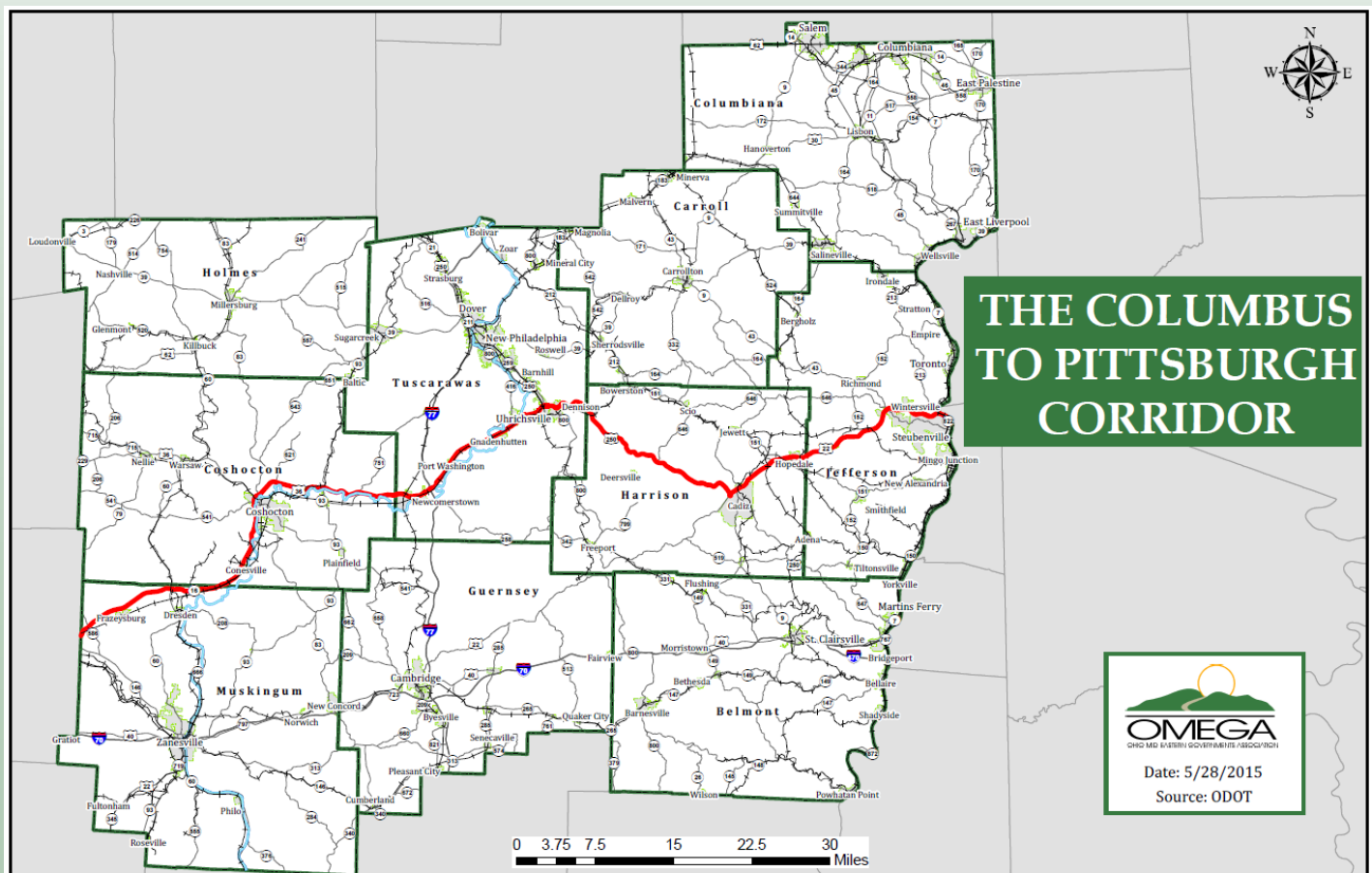
US 30 OHIO'S ENERGY CORRIDOR

US 30 Ohio's Energy Corridor is a statewide primary corridor and part of Ohio's Strategic Transportation System that passes through Columbiana County. The proximity of US 30 to several industrial centers, ports and terminals, rail connections, and its connectivity to major urban destinations make the corridor a key area for economic prosperity in the OMEGA region. Improvements to the US 30 Corridor will facilitate the transportation of freight to and from the port in Wellsville and across the nation. Presently, two studies are underway to investigate the alignment of the new corridor and to assess short-term alternatives to improve the corridor. Improvements to US 30 have been voiced as needed by county officials, local economic development leaders, businesses, and the general public. Improvements to US 30 Ohio's Energy Corridor will promote economic growth and prosperity for the OMEGA region.



COLUMBUS TO PITTSBURGH CORRIDOR

OMEGA and local governments within the region have expressed interest in re-assessing and developing the Columbus to Pittsburgh Corridor. Development of this four-lane corridor will promote economic development, alleviate congestion along I-70, and improve safety. With shale development, traffic on US 250 and US 22 is increasing and improvements to this corridor will alleviate concerns about safety and congestion. Sections of US 22, US 36, and SR 16 are already four-lane. In addition, this corridor will provide connectivity between major metropolitan areas, provide more efficient freight transport, and provide more opportunity for economic development. Identifying the entire portion as a Statewide Primary Corridor is necessary for our region. OMEGA will facilitate the re-assessment of this corridor.



FISCAL ANALYSIS

FISCAL ANALYSIS

OMEGA has identified and prioritized needed investments for maintaining, operating, and improving the region's multi-modal transportation network to enhance the region's economic, social and natural environments. As a result of the RTP development process, OMEGA in cooperation with state, elected officials, public transit operators, and input from the general public, identified various project recommendations throughout the RTPO area. A financial component that estimates future revenue, compares the cost of the recommendations with the revenue estimates, and identifies strategies for securing project funding for plan Implementation is needed.

To assist with this effort, the ODOT Office of Statewide Planning provided a summary of the historical transportation investments for the ten-year period between 2005 and 2014 for the eight county RTPO.

Projects classified as Emergency or ARRA (stimulus) were deleted from this database as these expenditures are not indicative of future funding levels.



Using the ten-year historic data, the average combined federal and state funding levels for the OMEGA RTPO region were approximately \$69.3 million per year. Approximately \$44 million per year were used for district preservation projects and approximately \$25.3 million per year were used to fund other projects in the region. Therefore for planning purposes, OMEGA anticipates that a minimum of **\$26.35 million per year** (which includes documented historical local expenditures) in federal, state, and local funding will **continue** to be available for locally initiated transportation projects and safety related projects throughout the RTPO. However, OMEGA projects that approximately \$47.9 million per year will be needed to fund the recommended projects in the region over the next five years. Based upon historical funding levels and to maintain fiscal constraint, projects will need to be prioritized for the region such that spending is within available levels.

PUBLIC INVOLVEMENT

During the past two years, OMEGA has actively involved our stakeholders and the general public in our transportation planning process. All meetings of our Executive Board, Transportation Advisory Committee, and Citizens Advisory Board are announced in the local media and are open to the public. OMEGA also conducted a public meeting in each of our eight counties to review our Regional Transportation Plan and to solicit comments and feedback on the transportation needs of the region.



Comments are still welcome on the plan. Please submit your comments by **June 30, 2015** to:

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Cambridge, OH 43725
kens@omegadistrict.org
(740) 439-4471, ext. 210

NEXT STEPS

THE OMEGA RTPO

ODOT will continue the RTPO Program for another two years and is working to officially designate OMEGA as an RTPO. During this next program cycle, OMEGA will:

- Develop a 2018 to 2021 Transportation Improvement Plan
- Prioritize Safety Projects
- Prioritize Road and Bridge Improvement Projects
- Conduct and/or Manage Safety and Transportation Studies
- Conduct Training Workshops
- Establish Work Group for Transit Agencies and Coordinated Transportation Agencies
- Provide Technical Assistance (such as traffic counts)
- Develop and Maintain Transportation Databases (Asset Management)
- Write Grants for Transportation Projects
- Create Regional Bicycle Trail Map
- Participate in Statewide Planning Activities
- Continue to Develop Transportation Expertise
- Continue Public/Stakeholder Involvement Activities

