

## Access Ohio 2050

Scope of Services  
ODOT PID: 118146

In December 2020, ODOT completed Access Ohio 2045 (AO45), Ohio’s long-range transportation plan. Initiated in 2017, AO45 was developed to guide, inform, and support ODOT’s policies and investment strategies for the future years. The plan includes a comprehensive inventory of transportation services and infrastructure in Ohio, forecasts of future transportation demands, conditions, and performance through the year 2045, and analysis of the trends affecting transportation. Information on AO45 is available at:  
<https://www.transportation.ohio.gov/programs/access-ohio-2045>

ODOT must update AO45 to prepare the Department to meet the future needs of the traveling public, address advances in technology, and deliver a transportation system that supports Ohio’s economic, social, and natural environments. This update will include new major initiatives, including the development of population/economic scenarios, definition of inter- and intra- regional systems, expanded performance measures and management systems, and the development of prioritization criteria and plan of projects, to guide ODOT through the 2050 horizon year. AO50 will rely significantly on the integration of supporting statewide and modal plans. Notably, the analyses and outcomes of the Ohio Strategic Transportation and Development Analysis (STDA).

### Anticipated Scope of Work

The objective of this contract is to develop Access Ohio 2050 (AO50). The goal is to provide ODOT with a long-range statewide transportation plan that proactively positions the department to provide a reliable, efficient and safe transportation system.

At a minimum, the project approach is expected to include consideration for the tasks listed below. Consultants are expected to provide specific details as to how they intend to address these items in their project approach. Consultants are expected to include additional activities in their approach that would be necessary to provide a complete and comprehensive long-range transportation plan.

Each task will be summarized in an interim technical report ‘Working Paper.’ All Working Papers will serve as appendices to the final plan. Major tasks will include:

<b>TASK 1: PROJECT MANAGEMENT</b>	<b>ENVIRONMENTAL JUSTICE AND EQUITY</b>
<b>TASK 2: STAKEHOLDER ENGAGEMENT</b>	
<b>TASK 3: PLAN INTEGRATION</b>	
<b>TASK 4: SYSTEM IDENTIFICATION</b>	
<b>TASK 5: SYSTEM CONDITIONS AND PERFORMANCE</b>	
<b>TASK 6: SYSTEM INVESTMENTS</b>	
<b>TASK 7: IMPLEMENTATION</b>	
<b>TASK 8: DOCUMENTATION</b>	

## ENVIRONMENTAL JUSTICE AND EQUITY

Environmental Justice and equity considerations shall be a constant consideration in the performance of plan and evidenced within all tasks. Environmental justice, as defined by the EPA, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Recommended policies and strategies identified in the performance of the AO50 will seek to address environmental justice and equity concerns arising from the development and operation of the transportation network, particularly those affecting low-income and disadvantaged populations and communities that may disproportionately experience direct or indirect consequences.

Stakeholder engagement will include diverse representation and enhanced outreach to low-income populations and disadvantaged communities in developing the plan.

### TASK 1: PROJECT MANAGEMENT

The Consultant will ensure the successful development of AO50 in accordance with the defined and agreed scope, schedule, and resources. Specific sub-tasks include:

- Design and maintain a Project Management Plan (PMP) that identifies roles and organization; communication protocols and standards; quality assurance/quality control methods; deliverable review approach and schedule; risk management process; and the technical scope and schedule for AO50 delivery.
- Organize and conduct kick-off meeting, bi-weekly progress and project close-out meetings, and develop periodic progress reports.

### TASK 2: STAKEHOLDER ENGAGEMENT

The Consultant will lead the meaningful engagement of a broad and diverse group of stakeholders in alignment with [ODOT's Statewide Planning Public Participation Process](#) . Engagement will include the formation and facilitation of a steering committee; engagement meetings; stakeholder interviews; and development of website, social media, and survey content. The Consultant will consider and may rely upon relevant stakeholder engagement activities performed for other recent or in-development plans discovered under Task 1 - Plan Integration, such as the STDA. Specific sub-tasks include:

- Develop a Stakeholder Engagement Plan (SEP) that organizes and implements Task 2.
- Develop a Steering Committee consisting of members that represent a cross-section of Ohio's multimodal transportation system and economic drivers, including system owners and operators, regional transportation authorities and planning organizations, industry and business associations, and local governments.
- Consult with Ohio's Regional Planning Organizations (RPO), including the seventeen Metropolitan Planning Organizations (MPOs) and six Rural Transportation Planning Organizations (RTPOs), to ensure harmonization with adopted regional transportation plans and programs.

- Organize and conduct in-person public information and input forums to guide the development of AO50, ensuring participation across all defined geographies and socio-economic groups.
- Perform an update to the [Ohio Transportation Preference Survey](#), last conducted in 2021. Synthesize new survey results with past survey results to identify and analyze preference trends. The Consultant is not expected to secure a subconsultant in the proposal phase.
- Develop a summary of outreach activities and describe how that input was considered in the planning process.
- Provide materials to be posted on ODOT's online stakeholder engagement platform, *PublicInput*, inclusive of surveys.

### **TASK 3: PLAN INTEGRATION**

Critical to the development of AO50 will be a comprehensive understanding and integration of existing ODOT and RPO modal and long-range transportation plans, recently completed or being developed parallel to the performance of AO50. To facilitate the integration of RPO plans, ODOT is currently building an inventory of all RPO plan projects that will be available to the Consultant.

A listing of ODOT existing and in-development plans is contained in Attachment 1: Plan Integration - Table of Plans. Emphasis will be given to priority Access Ohio 2045 existing strategies and the analyses and outcomes of the Ohio Strategic Transportation and Development Analysis (STDA), currently under development and planned for completion in December 2024. The STDA will provide significant recommendations for future travel demand on highway and interregional connections that supporting development, determining system stresses and recommending needed improvements.

This task should engage internal and external plan owners resulting in a comprehensive understanding of the key inputs and outcomes of statewide and regional transportation planning across the federally defined factors to be considered in both the Statewide/Non-metropolitan planning process (23 CFR 450.206) and metropolitan planning process (23 CFR 450.306). Integration of existing and in-development plans is foundational to the performance of additional tasks to develop existing and future conditions, assess performance, and determine needs. The analysis will be utilized to define and contextualize Ohio's multimodal transportation network.

- Propose a process to evaluate, synthesize and integrate existing ODOT and RPO plans into the development and outcomes of AO50.
- Engage internal and external plan owners
- Document multimodal transportation network components as identified within existing and in development plans for use in task 4.
- Assess existing statewide and modal plans for gaps and develop recommendations for future update

### **TASK 4: SYSTEM IDENTIFICATION**

The Consultant will propose a process to define and document Ohio's comprehensive multimodal transportation system. The system should represent significant inter- and intra - regional modal networks and corridors that enable the safe and efficient movement of both people and freight at regional, state and interstate levels. The identified system will serve as the basis for performance

of tasks 5-7, and consider system component ownership and responsibility. The process is not expected to define components of the system that serve a primary local transportation purpose.

The process will:

- Represent all modes and significant intermodal connections.
- Identify existing data and determine additional data collection needed to adequately inventory the system across modes and owners.
- Identify and describe system characteristics and key assets.
- Define system ownership and operational responsibilities
- Recognize the agency(s) - state, regional and local - responsible for long-range system planning, project prioritization and selection, and resource allocation.

## **TASK 5: SYSTEM CONDITIONS AND PERFORMANCE**

The Consultant will conduct a comprehensive analysis of the multimodal transportation system defined in Task 4. The Consultant will develop an existing and future conditions and performance assessment organized by modal system and drawn from Task 3 plan integration.

The Consultant will consider existing statewide/regional data sources and tools, and insights compiled through stakeholder engagement efforts. At a minimum, the analysis shall identify and evaluate:

- Existing and projected conditions and performance of modal systems across key transportation indicators - at a minimum, must include: state of good repair, congestion, reliability, safety, connectivity, quality of life, and resilience.
- Significant system gaps and performance.
- Population and employment growth trends and projections, conforming to control totals produced by the Ohio Department of Development and organized by time-series in 5-year increments through 2050.
- Transportation demand over 10-, 20-, and 30-year timeframes (2035, 2045, and 2055), consistent with the STDA.
- Development patterns and land use affecting travel demand.
- Workforce access and mobility, examining major industry sectors and job development patterns, location of workforce, and commute trends between them.
- Emerging technologies and innovations being deployed to increase safety, reliability, sustainability, and efficiency, including but not limited to connected and automated vehicles, alternative fuels, and advanced air mobility.
- Impacts of ODOT maintained roadways and bridges to community and neighborhood connectivity in consideration of equitable transportation factors.

Scenario Development - AO50 will require the development of new scenarios based on population and economic trends and future projections. The scenarios will identify regions of the state projected for stable, moderate, or high growth population and employment and classify them by scenario types.

- Scenarios will ideally be organized at the 30K TAZ, or greater, level allowing for incorporation into ODOT's Travel Demand Model.

- Scenarios will examine trends, characteristics and other factors underlining existing conditions and future projections.
- Scenarios will consider equity, development/land use patterns, and transportation infrastructure decisions that contribute to current conditions and future projections.
- Scenarios will be used to inform performance measures, policy sets, strategies and projects developed under tasks 5-7 needed to ensure prosperity of each unique scenario type.

Performance Management System -The Consultant will develop a process for measuring existing and future performance of the system. The process will consider existing ODOT Critical Success Factors (CSF), federal performance measures, and performance measures and indicators identified in ODOT system and modal plans under task 3. The process will lead to the identification of a comprehensive set of performance measures and thresholds across plan goals and key transportation indicators, at a minimum - state of good repair, congestion, reliability, safety, connectivity, equity/quality of life, and resilience. The process will reflect all modal networks and developed scenarios.

The consultant will develop a business intelligence tool to monitor and predict performance across measures and in consideration of defined resource levels and projects. The tool will allow for the internal analysis of varying levels of investment and projects and be able to conduct benefit-cost trade-offs needed to increase performance across goal areas. The system will incorporate the plan of projects database developed under task 5 and capital investment strategy developed under task 6.

## **TASK 6: SYSTEM INVESTMENTS**

A priority outcome for AO50 is to establish a comprehensive capital investment strategy and plan of projects that achieve desired performance and outcomes. The Consultant will propose a process for the development of a capital investment strategy that identifies, evaluates, and prioritizes projects and determines the level of resources needed and methods of allocation for implementation. The process should:

- Develop project prioritization criteria that are aligned with, and advance performance areas and thresholds defined in task 4.
- Develop an approach that engages RPOs, ODOT offices and districts, and local governments in the identification and collection of project needs. The effort should result in complete and consistent information to adequately describe projects, including at a minimum location, scope, schedule, and costs across all modal systems and partners.
- Conduct spatial analysis to identify additional corridor-based needs by analyzing performance thresholds exceedance across the system.
- Develop a two-step approach for the capital investment strategy over the life of the plan -
  1. Long-range capital investment direction that addresses overarching needs and opportunities to achieve desired performance. The long-range capital investment should include major corridor improvements and projects with implementation timeframes greater than 10 years.
  2. 10-year capital improvement plan (CIP) of specific project investments prioritized to achieve performance outcomes. The Statewide Transportation Improvement Program (STIP) will serve as the first four years of the CIP.

- Create a plan of projects database in a manner that is categorized and able to be updated periodically post plan completion and integrated with the performance management tool developed under task 4.
- Create shapefiles of the initial inventory for GIS mapping and analytics.

The Consultant will create a financial plan that demonstrates how the plan of capital projects developed under task 5 can be implemented. The financial plan will:

- Identify resources that are reasonably expected to be made available to carry out the plan and recommend any additional financing strategies for needed projects.
  - Describe the types and levels of funding available to external transportation service providers.
- Recommend an optimized structure of ODOT capital programs and funding levels to best achieve implementation of projects.
- Develop strategies and priority projects for pursuing Bipartisan Infrastructure Law (BIL) discretionary programs.

### **TASK 7: IMPLEMENTATION**

The Consultant will develop an implementation plan containing specific, actionable recommendations and strategies that are built on and organized under plan goals and performance areas. The implementation plan will outline, at a minimum, the actions steps for each strategy and recommendation proposed in the plan, the priority that should be given to the action steps, the resources required, and an overall timeline/schedule. The strategies will recognize internal and external parties having jurisdiction and responsibility to secure resources and lead action, and the associated timeframes for completion.

The Consultant is expected to remain under contract for up to 24 months post-plan completion to assist ODOT with implementation phase activities.

### **TASK 8: DOCUMENTATION**

Develop a final plan that is visually engaging and makes extensive use of graphics. The final plan will be succinctly written and produced for a non-technical audience. The interim technical reports summarizing each task will be appendices to the final report. Draft and final reports will also be published in Spanish language.

All data, products, and documents developed throughout this contract are subject to ODOT review and approval prior to publication. Consultants should anticipate requests for revisions to submitted items/documents and accommodate for multiple reviews by ODOT and other stakeholders. All drafts are to be submitted electronically to streamline the review process. Final, approved documents are to be submitted as original source files. The final deliverables will include:

- A final plan
- Applicable data sets
- A PowerPoint presentation that summarizes the final plan
- A visually engaging interactive platform and infographics that summarize the final plan
  - Explore the use of GIS story maps or other platforms for enhanced visualization and navigation of the final plan

## **Deliverables**

All items/documents developed throughout this contract are subject to review and approval of ODOT prior to publication. Consultants should anticipate requests for revisions to submitted items/documents and accommodate for multiple reviews by ODOT and other stakeholders. All drafts are to be submitted electronically to streamline the review process. Final, approved documents are to be submitted as PDF files in addition to their original source files.

- AO50 is expected to consist of a series of technical memos that culminate into a final plan. Consultants must include a list of proposed technical memos in the project approach document. Technical memos should be listed in order of their intended submission and include a brief description of their purpose.
- While all technical memos may eventually be made available to the public an executive summary will serve as the primary communications asset. This summary should highlight key aspects of the plan and focus on recommendations for implementation. This document must be concise.
- Business intelligence tool and dashboard integrating performance management, planned projects, and resource allocation. Tool will allow for the ODOT development of project implementation scenarios, benefit-cost analysis, and monitoring/predicting performance.
- All communications assets developed throughout the plan. At this time, ODOT is specifying the delivery of updated infographics, video, stock PowerPoint slides, and a presentation for Executive Leadership. Additional communications assets are expected to be identified during the course of the plan with guidance from the consultant.
- All data, documentation, graphics, and source files developed/acquired throughout the contract. Note, the consultant shall keep track of these items throughout the contract and turn them over to ODOT by the conclusion.
- The consultant should be prepared to give presentations on AO50 at ODOT represented conferences (e.g.: OTEC, Ohio Transportation Planning Conference) as directed.
- Monthly invoicing containing a summary of work performed during the invoicing period. No invoicing shall be submitted without appropriate documentation of work. Documentation should be delivered as each task is completed.

## **Schedule**

The project is expected to begin during May 2024. The total duration for development of the plan is expected to take 18-24 months from the authorization date of the agreement. Post-plan implementation phase activities will begin immediately upon completion for up to 24 months in duration.

The scope of services meeting will be scheduled the week of March 18, 2024. It will take place in-person at ODOT Central Office, 1980 West Broad Street, Columbus, Ohio.

## **Requirements of the Team**

The successful consulting team will be comprised of individuals with the following expertise:

- Long-range transportation planning. Any prior experience in the development and/or execution of long-range transportation plans should be clearly stated and described in the application.
- Scenario based planning, demonstrating experience in the consideration of population and employment factors.
- Development of transportation performance management systems and tools
- Development of project-based plans, resulting from a robust needs and prioritization assessment.
- Financial planning for large and complex capital programs
- Economics inclusive of calculation of return on investment and benefit/cost analysis.
- Stakeholder coordination/engagement and public involvement.
- Development and execution of communication plans, including expertise in strategic marketing, writing, and graphic design.
- Web-based business intelligence (BI) dashboard development (specifically, Microsoft Power BI and ArcGIS Online).

Consideration may be given to team that includes a local presence in Central Ohio to assist with coordination efforts.



Attachment 1: Plan Integration - Table of Plans

Access Ohio 2050		
Supporting Plans	<b>System</b>	<a href="#">Access Ohio 2045 (2020)</a>
		Statewide Transportation and Development Analysis (STDA) (2024)
		<a href="#">Strategic Highway Safety Plan (SHSP) (2020)</a>
		Transportation Systems Management & Operations (TSM&O) 2.0 (2024)
		<a href="#">Transportation Asset Management Plan (2022)</a>
	<a href="#">Transport Ohio State Freight Plan (2022)</a>	
	<b>Modal</b>	Ohio Rail Plan (2024)
		Ohio Maritime Plan (2025)
		Ohio Airport Systems Plan (2024)
		Ongoing public transportation plans, programs and initiatives
		<a href="#">Walk.Bike.Ohio (2021)</a>
	<a href="#">Amish Travel Study (2021)</a>	
	<b>Environmental</b>	Resiliency Improvement Plan (2024)
		Carbon Reduction Strategy (2023)
	<b>Technology</b>	<a href="#">National Electric Vehicle Infrastructure (NEVI) (2023)</a>
		<a href="#">Advanced Air Mobility (AAM) Framework (2022)</a> and <a href="#">Economic Impact Study (2021)</a>
		<a href="#">Automated and Connected Vehicles Programs (Ongoing)</a>