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Dear Governor DeWine,

At the Ohio Department of Transportation (ODOT), we remain focused on the safe and easy movement of people and goods from place-to-place. We also are keenly aware there is a paradigm shift underway in the transportation industry. Legacy companies are pivoting to new ways of doing business and startups are entering the market. Through DriveOhio, ODOT’s innovative smart mobility group, we are utilizing your vision of safety, collaboration and economic development to help design the transportation industry of the future.

DriveOhio is committed to making Ohio roadways safer by utilizing smart mobility technology solutions. Working with federal regulators such as the U.S. Department of Transportation, state partners like InnovateOhio, and local communities like Marysville and Dublin we are developing technology solutions to solve transportation challenges. Looking to the future, as automated and connected vehicle technology matures, the ecosystem that DriveOhio has developed in coordination with institutions like the Transportation Research Center, Inc. (TRC) in East Liberty and the Air Force Research Laboratory (AFRL) at Wright Patterson Air Force Base in Dayton will provide Ohioans an advantage as they compete in an ever changing economy.

In this report you will learn the history of the smart mobility sector—on the ground and in the air—the current state of play in these technology areas, and where this industry is headed in the next few years. DriveOhio’s ability to collaborate and work with a diverse set of stakeholders and partners demonstrates the forward thinking of your administration as we all work to make Ohio the place to be for the jobs of the 21st century. As we like to say at DriveOhio, come here to test, and stay here to grow.

Very respectfully yours,

Jack Marchbanks, Ph.D.
Director of the Ohio Department of Transportation
1. Focus on Safety

DriveOhio, an initiative of the Ohio Department of Transportation (ODOT), was created in 2018 through an executive order\(^1\) and re-authorized by Ohio Gov. Mike DeWine in October 2019 as the statewide center for advancement of smart mobility. As the executive order states, “DriveOhio will focus on improving the safety of our roadways through the use of implementing technology that assists in the safe transportation of people and goods.”

DriveOhio has set the stage for improved safety by leading the development and implementation of the automated and connected vehicle (AV/CV) infrastructure ecosystem and standards. Ohio is home to the Transportation Research Center Inc. (TRC), the largest independent automotive proving grounds in North America, which in July 2019 opened the most expansive AV/CV testing center in the country. Ohio’s TRC houses the National Highway Traffic Safety Administration’s only research and testing lab, which establishes crash test standards, researches crash avoidance and crashworthiness measures, tests and analyzes automobile defects, and examines cyber security issues.

As the transportation evolution continues, automated driving systems aim to produce greater safety benefits while optimizing the way we transport ourselves and goods around the country. Driver assistance technologies keep improving by including technology that are helping save lives and prevent injuries. According to the National Highway Traffic Safety Administration, when automated vehicles are added to the crash equation, the factor of human error can then be omitted from it. This same factor is what leads to 94% of serious crashes in the United States. To put this into perspective, Table 1 shows the number of fatal, injury, and property damage only (PDO) crashes from the past 5 years on Ohio roadways.

<table>
<thead>
<tr>
<th>Year</th>
<th>Sum of Fatal Crashes</th>
<th>Sum of Injury Crashes</th>
<th>Sum of PDO Crashes</th>
<th>Sum of Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>1,029</td>
<td>14,680</td>
<td>226,168</td>
<td>241,877</td>
</tr>
<tr>
<td>2016</td>
<td>1,054</td>
<td>15,018</td>
<td>227,392</td>
<td>243,464</td>
</tr>
<tr>
<td>2017</td>
<td>1,094</td>
<td>14,122</td>
<td>226,753</td>
<td>241,969</td>
</tr>
<tr>
<td>2018</td>
<td>994</td>
<td>12,502</td>
<td>224,877</td>
<td>238,373</td>
</tr>
<tr>
<td>2019</td>
<td>1,041</td>
<td>11,982</td>
<td>221,446</td>
<td>234,469</td>
</tr>
<tr>
<td>Grand Total</td>
<td>5,212</td>
<td>68,304</td>
<td>1,126,636</td>
<td>1,198,572</td>
</tr>
</tbody>
</table>

Autonomous technologies will help save lives and reduce serious injuries for Ohioans in years to come. For this reason, DriveOhio is dedicated to making Ohio a leader in testing and deployment of autonomous technologies.

As we look at smart mobility through the lens of the current pandemic, the ability to mature these technologies will give the State of Ohio another tool with which to combat this invisible enemy. Communities and companies like Bowling Green, Ohio and Starship Robotics, have partnered to deploy a food delivery service during the pandemic taking innovation and safety first to be best positioned to lead in this sector. Smart Columbus has also re-deployed the Linden LEAP AV shuttle to deliver free groceries to the Rosewind Community Center in Linden, Ohio, for residents who have trouble traveling to St. Stephen’s Community Center. The states, communities and companies that embrace the possibility of change and technological advancement will be the ones who will succeed in this everchanging economy.

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2. Smart Mobility in Ohio

Transportation is in the midst of a transformation, the likes of which have not been seen since the invention of the automobile. Disruptive forces, driven by advances in vehicle automation, connectivity, electrification and sharing (ACES), are at the heart of the transformation. Environmental, public health, social equity, economic, transportation safety, and both rural and urban mobility concerns are hastening the need for innovation in the provision of transportation services and infrastructure solutions.

Emerging mobility solutions offer an opportunity to address some of these concerns. DriveOhio has identified five focus areas as the foundation for an action plan to increase safety, enhance mobility, expand access, improve reliability, and attract, prepare and retain Ohio’s talent in a growing, high-tech economy. These five SMART pillars guide DriveOhio’s work and specific focus areas include:

- Smart logistics
- Unmanned Aerial Systems
- Electrification
- Rural mobility
- City solutions

Ohio has a strong foundation on which to build this new mobility ecosystem. Historically, Ohio has been a leader in the transportation space, as one of the top manufacturing centers for the automotive industry. While we continue to bend steel, we are also reshaping mobility and urban form through innovative programs such as Smart Columbus and the US-33 Smart Corridor in Central Ohio, and at research and test facilities like the TRC.

In addition, the relationship DriveOhio has developed with the smart mobility and startup sectors, makes DriveOhio unique as we continue to mature the design, test, deploy, and scale ecosystem that fosters a collaborative approach to economic development, as well as upskilling the workforce and in-demand jobs of the 21st century economy.

Though officially created by an executive order in May of 2018, DriveOhio has been active in engaging and promoting transportation technology solutions across Ohio since 2016. Figure 1 highlights some of the key milestones, deployments and awards as momentum has grown over the past few years.

DriveOhio has worked with regional and local partners to plan, deploy, test, analyze and share lessons from their efforts focused on rural mobility, FlyOhio, electrification, smart logistics and city solutions. This section outlines our position and actions in these priority areas.
Figure 1: DriveOhio Timeline

- City of Columbus awarded $50m for Smart Columbus
- DriveOhio sponsors INNOVATE-O-thon
- Ohio Research Project with Unmanned Aircraft
- SkyVision is Launched
- DriveOhio RFP for AV/CV Plan Framework
- 1st Smart Mobility Summit
- SMARTCenter Testing Facility Groundbreaking
- Ohio wins $7.5m USDOT ADS Grant
- Governor DeWine Signs Executive Order
- Union County awarded $5.9m ATCMTD grant for US33
- Procurement for Self-Driving Shuttles
- A UAS Strategic Plan is announced
- RFP’s go out for a “Connected Marysville”
- SMARTCenter Partnership Announced
- Governor Kasich Signs Executive Order for AV Testing
- DriveOhio sponsors INNOVATE-O-thon
- Smart Belt Coalition Issues RFI for Truck Automation
- Ohio wins $7.5m USDOT ADS Grant
- #STEMDrivesOhio Design Challenge
- Ohio wins $4.4m USDOT Grant for I-70 Ohio-Indiana Truck Automation Corridor
- USDOT announces DriveOhio as first participants on Automated Vehicle Initiative
- EV Charging Study Announced
- Nexar’s CityStream Pilot Project
- 2016
- 2017
- 2018
- 2019
- 2020
2.1. Unmanned Aerial Systems

Ohio has a long history of innovation in aviation. Recently, DriveOhio’s use of technological advances in unmanned aerial systems (UAS) have focused on using lower altitude airspace to move people and goods, increase efficiency and improve resiliency of the ground transportation network. The FlyOhio initiative has helped advance autonomous aircraft technologies in Ohio by aligning aviation stakeholders to promote and advance Ohio’s aviation heritage.

DriveOhio works to help others understand the complexities of UAS technologies, as well as infrastructure, policy, regulatory and workforce needs to realize UAS’ potential. With a range of potential applications, from aerial inspections and monitoring to emergency management and even donor organ transport, UAS offer enormous potential to improve quality of life, efficiency and safety in Ohio. Ohio is already using UAS to support state and local governments in project surveying, infrastructure inspection, project monitoring, environmental survey, resource survey, corrections facility surveillance, and police and firefighter support.

In addition to standard flight operations, the Ohio UAS Center has invested in technology that allows for complex and specialized data collection. Such technology greatly increases the safety, efficiency and quality of work in a variety of use cases, such as:

❖ Photogrammetry Survey: UAS Center personnel work closely with ODOT surveyors to conduct aerial photogrammetry surveys for planning and design purposes.

❖ Magnetometry Survey: UAS Center personnel conduct airborne magnetometry flights in partnership with surveyors at the Ohio Department of Natural Resources (ODNR) to locate abandoned oil and natural gas well heads in large rural areas of Ohio so they can be capped.

❖ Bridge Inspections: UAS Center personnel coordinate with ODOT district bridge specialists to conduct bridge inspections across the state. The UAS Center’s Drone Deployment Program has also graduated a bridge specialist pilot who conducted many UAS bridge inspections during the COVID-19 pandemic.

❖ Photography and Video: UAS Center personnel respond to requests from ODOT district and central offices as well as other federal, state, county and municipal agencies for footage that is primarily used to keep the public updated on construction projects and monitor environmental or construction sites.

❖ Traffic Monitoring: UAS Center personnel conduct regular traffic monitoring operations often focused on reducing queuing at highway ramps to improve safety.

❖ Thermography: UAS Center personnel use thermal sensors primarily to detect delamination on bridge decks, but also for search and rescue operations, archaeology, locating underground utilities and inspecting buildings for signs of decay or leads in the insulation.

As ODOT districts and divisions become more accustomed to using UAS technology to help maintain Ohio’s transportation system, the number of flight operations continue to grow, as shown in Figure 2.

![Figure 2: DriveOhio Flight Operations Trends](image-url)
2.2. **Electrification**

Ohio has seen steady growth in electric vehicle sales and registrations. Consistent with national trends, Ohio EV sales have accelerated with the introduction of mid-market priced battery electric vehicles (BEV) with battery pack ranges of over 200 miles.

Demand is expected to surge in the years ahead. In December 2019, General Motors announced a $2.3 billion joint venture with LG Chem to build one of the largest EV battery cell factories in the world, and will hire 1,100 people, in Lordstown, Ohio. The partners started steel construction in July 2020. Additionally, the assembly plant located next door, that GM closed in March 2019, was purchased by Lordstown Motors Corp., which is planning to repurpose it to assemble electric trucks. Lordstown Motors unveiled their Endurance electric pick-up truck on June 25, 2020.

DriveOhio and ODOT, in partnership with the Ohio Department of Natural Resources (ODNR), the Ohio Department of Public Safety (ODPS), and the Ohio Turnpike and Infrastructure Commission (OTIC), are working together to make Ohio EV ready by facilitating the installation of public charging infrastructure at key locations along interstates, major state and U.S. routes and at major attractions and state facilities. A number of these locations are expected to be supported by VW settlement grant funds available through the Ohio EPA. The Ohio Department of Administrative Services (DAS) is also assisting by qualifying vendors for state term EV charging and vehicles contracts.

2.3. **Smart Logistics**

Ohio has long been a freight-logistics center for the U.S., as 60% of the U.S. population and 40% of the Canadian population is within a one-day drive. Ohio’s transportation infrastructure supports the 5.5 million jobs in the state, and the transportation logistics industry is one of the key drivers of Ohio’s economy. The objective of DriveOhio’s statewide smart logistics initiative is to accelerate the evolution of Ohio’s logistics ecosystem by incorporating smart mobility solutions.

Truck platooning is coming to market now, offering significant benefits at a relatively low level of automation. Current automated trucks are being developed in two forms:

- Single trucks capable of operating without a driver.
- “AutoFollow” platooning in which a human-driven lead truck is followed by a driverless truck in platoon formation.

To further these technology implementations, in 2020, the USDOT Automated Driving Systems (ADS) demonstration grant of $7.5 million will enable DriveOhio and their partners to deploy trucks that will utilize cooperative driving and L3 automation along US 33 to gather as much data as possible to better understand the future of autonomous trucking.

The I-70 Ohio-Indiana Truck Automation Corridor was recently awarded $4.4 million to advance the adoption of truck automation technologies by the logistics industry, integrating automation into daily “revenue service” operations, to deliver products. Progressively more complex deployments will include Level 1 platooning technology while the driver is in control, Level 2 driver assist capabilities, such as longitudinal and lateral control and finally Level 4 highly automated truck deployments. Industry outreach will be conducted in parallel to gain support, build alliances and improve and sustain innovation. Finally, the grant will examine existing infrastructure and suggest ways to make the U.S. highway system automation ready.

2.4. **City Solutions**

Cities are the proving ground for most transportation innovation, as evidenced by Smart Columbus. Leveraging these lessons learned from various partners, DriveOhio can apply them in other cities, develop them further and enrich the
lives of urban citizens, enhance safety and mobility and improve Ohio’s competitiveness on a global scale. Each deployment gets DriveOhio closer to the goal of accommodating all users in the safest and most efficient manner possible.

Mobility Hubs are an integral component of the dynamic urban mobility environment and a primary example of connected infrastructure. Mobility hubs integrate and concentrate intermodal solutions. Some of their functions in the urban mobility space include:

❖ First and last mile service options to support a seamless travel experience
❖ Parking
❖ Queueing for TNCs
❖ Electric vehicle charging facilities, including fast-charge and inductive charging for buses and other vehicles
❖ Transit/shuttle pull outs
❖ Shelters/stations
❖ Information and payment kiosks (cash-based)
❖ Touchless payment solutions
❖ Light rail or commuter rail links
❖ TNC pick-up solution/ride matching
❖ Passenger queueing techniques (wait in line or mobile alert system)

DriveOhio is supporting and collaborating with partners in cities across Ohio to study and address their mobility challenges. A few examples include the:

❖ The Paradox Prize—no car, no job; no job, no car—endeavors to solve workforce mobility challenges with $1 million in funding for pilots in Northeast Ohio. This effort is spearheaded by the Fund for Our Economic Future.
❖ City of Toledo Central Business District development of a smart parking solution.
❖ Smart Columbus Circulator – an AV shuttle that took employees and visitors between COSI, Veteran’s Memorial and the Smart Center.
❖ Smart mobility hubs, funded by a U.S. DOE grant and anchored by a local Columbus taxi company.

2.5. Rural Mobility Solutions

Fifty-four percent of all fatal traffic crashes occur on rural roads. While only 19% of the U.S. population lives in rural areas, 69% of highway lane miles are in rural areas. Electric and automated data from rural environments and cooperative highway applications are crucial to evaluate safety and inform rulemaking. Between the Transportation Research Center’s controlled environment testing facilities and the variety of rural roadway terrain and weather conditions in Ohio, our state provides a comprehensive testing ground for rural mobility solutions.

Therefore, in FY 2020, DriveOhio made a concerted effort to pursue grant funding to advance rural mobility initiatives and was successful in acquiring a $7.5 million grant from the USDOT’s Automated Driving System (ADS) Demonstration grant program. With this grant, DriveOhio will gather and analyze data from ADS rural passenger vehicle and highway freight platooning demonstrations. DriveOhio also supported Rural Action in obtaining $1 million in Advanced Vehicle Technologies grant funding from the U.S. Department of Energy. Electric and autonomous transit and private vehicles will be deployed, and data analyzed, to develop insights that inform the team’s Rural Mobility Action Plan.

For these technologies to be safely integrated into the nation’s on-road transportation system, we must have a robust strategy for assessing impacts and ensuring safe deployments. Combining ADS data with electric and connected vehicle and infrastructure data will produce rich datasets that can be used to derive insights into mobility, efficiency and environmental impacts.
In addition to improving safety in rural Ohio, a goal of DriveOhio’s rural mobility program is to share best practices, lessons learned and infrastructure recommendations with various stakeholders to accelerate rural adoption of advanced mobility solutions nationwide.

3. Projects and Initiatives

DriveOhio is committed and focused on bringing in the latest smart mobility technology to the state by being a convener. The team leverages expertise and relationships across sectors to facilitate and accelerate adoption of technologies that improve safety and quality of life. It is through the focus of such partnerships that DriveOhio has been able to help develop and successfully win federal grants in relation to smart mobility and technology. This allows the state to keep growing as a national leader in deploying smart technology testing while developing a safe, and smart mobility ecosystem in Ohio. Section 3 highlights five of the most significant efforts currently underway to support the five priorities discussed in Section 2.

3.1. SkyVision

The Ohio Unmanned Aircraft Systems Center (Ohio UAS Center), DriveOhio’s UAS group, is working with the Air Force Research Laboratories (AFRL) to deploy SkyVision, a ground-based detect-and-avoid radar system at the Springfield-Beckley Municipal Airport in Springfield.

SkyVision offers airspace monitoring services for aircraft and payload testing at Springfield-Beckley Municipal Airport.

The ground-based detect-and-avoid system uses 3 FAA active radar systems to track aircraft flying in the national airspace system, allowing for drone flight beyond line of sight. The system uses three active Federal Aviation Administration (FAA) radar systems to track unmanned aircraft, which allows drones to fly beyond the line of sight. The initiative also offers airspace monitoring services for aircraft and payload testing at the Springfield-Beckley Municipal Airport.
Again, working as a convener, DriveOhio’s efforts are focused on opening a door to universities and private companies to be able to test UAS of their own in the state of Ohio (pending FAA approval).

### 3.2. EV Charging

Recently, with the support of the DeWine-Husted Administration, DriveOhio shared a state-wide approach to support EV charging. The study identifies:

- Direct Current Fast Charging (DCFC) gaps in Interstate, U.S. Highway and State Route corridors and identifies options to fill them,
- Level 2 charging needs that facilitate Ohio tourism, and
- Suggested locations for Level 2 charging stations at state facilities throughout the state (see Figure 4).

DriveOhio is coordinating EV efforts across multiple state agencies, including:

- Ohio Environmental Protection Agency, who has been most active in this area for the longest and is engaging primarily related to $11.2 million in Ohio's Volkswagen settlement funds for electric vehicle charging that they are distributing in three rounds.
- Ohio Department of Natural Resources which identified eight state park lodges and the three most frequented state parks to install Level 2 charging infrastructure.
- Ohio Department of Administrative Services that vetted EV chargers and is vetting passenger and SUV vehicle models for use on state term contracts.
- Ohio Department of Public Safety which is supporting EV vehicle registration data analysis, as well as installing Level 2 chargers at their headquarters and another frequented site in Franklin County.
- Ohio Development Services Agency that is creating EV road trip itineraries for top Ohio attractions.
- Public Utilities Commission of Ohio that is supporting outreach to utility companies and rate setting for DCFC locations served by investor-owned utilities.
- Ohio Turnpike Infrastructure Commission continues to install DCFCs at service plazas and plans to install Level 2 charging at their headquarters.
3.3. 33 Smart Mobility Corridor

The 33 Smart Mobility Corridor is a 35-mile stretch along U.S. 33 between Dublin and East Liberty, Ohio. The 33 Smart Mobility Corridor is currently known as the Midwest’s proving ground for smart mobility technology and serves as a real-world proving ground for automated and connected vehicles.

The fiber collaborative has been established and designed to offer multiple options for high-speed and redundant fiber optic service for users that require movement of large amounts of data across multiple platforms. Once
construction is completed, businesses along the US-33 corridor will have the ability to access the level of reliability, speed, and power that they need to stay competitive.

Following up on staying competitive, the city of Marysville became the first fully connected city in the world. Marysville, Ohio, is located in the heart of Ohio’s 33 Smart Mobility Corridor initiative. DriveOhio works with the US 33 Smart Mobility Corridor to build CEAV infrastructure, including broadband and roadside units, and in 2020 will launch efforts to recruit 400 private drivers in Marysville for the first city-wide deployment of CV technology in the U.S. Future mobility will include AV/CVs, but progress has been slower than most experts initially thought. Technical challenges and policy hurdles must be overcome for widespread deployment.

**Figure 5: 33 Smart Mobility Corridor Overview**

The US 33 Smart Mobility Corridor is one of the world’s **largest integrated smart mobility test corridors** – on the ground and in the air.

Features include **35 miles of connected and automation-ready roadways** for vehicle and sensor testing, paired with development of a **low-altitude air traffic management system** using passive radar.

### 3.4. I-70 Truck Automation Corridor: ATCMTD Grant

The ATCMTD Program is a $4.4 million grant awarded by the USDOT and FHWA to a team composed of the Ohio Department of Transportation, Indiana Department of Transportation, and the Transportation Research Center, Inc. (TRC). The grant application focused on the advanced deployments and adoption of truck automation technologies by the logistics industry, integrated into daily “revenue service” operations to deliver all types of products across Ohio and Indiana. The program will focus on making a section of I-70 between Indianapolis, IN and Columbus, OH the backbone of the project. This stretch of highway will be known as the I-70 Truck Automation Corridor. It will be a four-year project in which it will provide freight companies and truck automation vendors an opportunity to deploy partially automated driving technology.
To ensure the safe deployment of these technologies on public roads, the TRC will be an integral part of this project. Offering professional driver training for host fleets and performing an automation audit of I-70, the data the TRC collects will provide DOT partners the insights needed to ensure these roadways are ready for partially automated vehicles. During public road testing, a professional driver always will be at the wheel should human intervention be needed. The data collected will be shared with USDOT to inform the development of policies and procedures to scale across the United States.

3.5. **D.A.T.A. in Ohio: ADS Grant**

DriveOhio partnered with a team of industry, academia, and community partners and were awarded a $7.5 million federal grant focused on Automated Driving Systems. The proposal to the Federal Highway Administration (FHWA) was titled: D.A.T.A.: Deploying Automated Technology Anywhere. The four-year plan will test the safe integration of automated driving systems onto our nation’s roadways and evaluate the potential economic impacts of this technology in rural settings. In 2020, DriveOhio will start work with partners on the ADS Demonstration to better understand AV/IV operations in rural areas, confirming user needs, planning and preparation for deployment (see Figure 7). The initiative will also test automated driving systems through different climates and road conditions. The first year will focus on the planning process, while the remaining three years will be followed by iterative deployments. Specific partners for this grant include TRC, University of Cincinnati, The Ohio State University and Ohio University.
“This is a huge win for the state of Ohio. By focusing on 32 counties in Ohio’s rural Appalachian region, studies supported by this grant will be the most comprehensive effort yet to be conducted on our nation’s rural roads,” said Jack Marchbanks, director of the Ohio Department of Transportation. “Although 97 percent of the nation is rural, and more than half of all U.S. traffic fatalities occur on rural roads, most of this testing to date in other states has been conducted in urban areas. The lessons we learn in Ohio can have enormous benefits for our own state and nationwide as we work to make our transportation system safer.”

4. Ohio’s Smart Mobility Strategy

Utilizing the DeWine-Husted administration’s focus on safety, collaboration and economic development, DriveOhio is charged with the development and implementation of autonomous and connected vehicle technologies on the ground and in the air. This one-stop-shop approach is part of the reason the DriveOhio Alliance, 13 state agency liaisons and industry partnerships make the DriveOhio structure so unique in the transportation sector.

As shown in this report, there is a paradigm shift underway in the transportation industry. Legacy companies are pivoting to new ways of doing business and startups are entering the market. This is the time for Ohio, leveraging a legacy of automotive and aerospace innovation, to lead the development of these “Smart Mobility” transportation solutions.

Smart mobility technology continues to evolve at a rapid pace. Vehicle and system capabilities that were science fiction a few years ago, have been integrated into daily life. As these technologies mature, DriveOhio forecasts that automated and connected vehicle systems on the ground—self-driving vehicles and connected vehicle environments—and in the air—unmanned aircraft systems (UAS) and electric vertical take-off and landing (eVTOL) vehicles—will converge and overlap in the next five years. The results of this technology intersection will be a new and dynamic transportation system.
The current COVID-19 pandemic has been a disruptor in every sense of the word. Using this lens to inform our view of this technology sector, DriveOhio’s strategy is focused on five areas of execution:

- Smart logistics
- Unmanned Aerial Systems
- Electrification
- Rural mobility
- City solutions

These execution areas overlap with current DriveOhio priority projects and provide a roadmap for the future of smart mobility in Ohio. DriveOhio will help shape the transportation industry of the future within Ohio, thereby supporting job retention in the form of upskilling and job growth in new transportation technology fields here in the state of Ohio.