

**On the Move: 2007-2035 Transportation Plan
Freight Goal Group Project Evaluation Matrix
Goal: Be a world-class multi-modal freight transportation hub**

Project Descriptions	F-1 US 20A, from I-475 to Toledo Express: relocate widen & limited access for improved access to freight terminals (rank H)		F-2 Extend North south runway		F-3 Build US 20A / I-475 interchange		F-4 Redevelop private roads providing access to air freight facilities at Toledo Express		F-5 Access and infrastructure for Trans-Pacific Inland Port (Canadian National container facility): upgrade connecting and entrance roads and utilities	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
Objectives & Measures										
1. Supports economic development in our region										
a. Estimated number of new businesses, jobs or acres of commercial development that will result from this investment	Considered essential by Port Authority to increased development at Toledo Express		Considered essential by Port Authority. Part of their long range plan		N/A		N/A		700 for construction, 3000 to 5000 following ancillary developments	
b. Number of transportation modes to be provided or upgraded at site	1		1		1		1		2	
c. Establishes public-private partnership	N/A		N/A		N/A		Yes		Yes	
d. Other information	Part of ODOT study for improved traffic flow/congestion reduction		Will provide greater flexibility for air freight facility at TEA		Part of ODOT study for increased traffic flow and congestion reduction		Would allow for long double and triple trailer access to air freight facilities		Part of TMACOG legislative agenda	
2. Reduces freight modal conflict										
a. # of conflicting vehicular moves (AADT or other modal counts) eliminated or ameliorated	N/A		N/A		N/A		N/A		N/A	
3. Improves connectivity										
a. Increases capacity of a connector to freight facilities (# added lane miles; # improved intersections; current/future congestion; AADT; % trucks	AADT=10500, 15% trucks		N/A		AADT=10500, 9% trucks		N/A		N/A	
b. adds or upgrades connectivity between transportation modes	Yes		Yes		Yes		Yes		Yes	
4. Improves safety at location with high truck crash levels										
a. Number of truck crashes [ODPS/ODOT data]	8/2003, 11/2004, 8/2005		N/A		1/2003, 1/2004, 0/2005		N/A		N/A	
5. Reduces demand on highway system (modal shift)										
a. Increases capacity of freight rail	N/A		N/A		N/A		N/A		Yes	
b. Increases seaport usage/capacity. (Increases land access to port; addresses other port limiting factors such as shipping season length, vessel availability)	N/A		N/A		N/A		N/A		N/A	
c. Other										
Grand Total		0		0		0		0		0

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Project Descriptions	F-6 Improve local roads off of SR 795 serving industry		F-7 Eliminate rail / highway conflict that impedes access to the proposed Jeep supplier park (rail grade separation or relocation; or "MULTI-F" freight monorail)		F-8 Bigger better intermodal terminal		F-9 Vickers crossing (Fly over)		F-10 McCord Road railroad grade separation	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
1. Supports economic development in our region										
a. Estimated number of new businesses, jobs or acres of commercial development that will result from this investment	N/A		More than 200 acres		Would certainly grow jobs. No number available. Give a subjective rating		N/A		N/A	
b. Number of transportation modes to be provided or upgraded at site	1		2		2		1		2	
c. Establishes public-private partnership	No		Yes		Yes		Yes		No	
d. Other information	Supports part of TMACOG legislative agenda		Would support a larger "Supplier" park for Jeep		Supports part of TMACOG legislative agenda		Is Considered a bottle neck contributing to blocked crossing and delays for railroads		Is in current TIP	
2. Reduces freight modal conflict										
a. # of conflicting vehicular moves (AADT or other modal counts) eliminated or ameliorated	On SR 795: AADT=20100, 13% trucks		15 or more moves per day between NS, CSX and Ann Arbor / AADT=10700, 30% trucks		N/A		80+ moves for NS, 50+ moves for CSX		80+ moves for NS AADT=24000, 6% trucks	
3. Improves connectivity										
a. Increases capacity of a connector to freight facilities (# added lane miles; # improved intersections; current/future congestion; AADT; % trucks	N/A		N/A		N/A		N/A		N/A	
b. adds or upgrades connectivity between transportation modes	Yes		Yes		Yes		N/A		N/A	
4. Improves safety at location with high truck crash levels										
a. Number of truck crashes [ODPS/ODOT data]	18/2003, 21/2004, 23/2005		7/2003, 8/2004, 6/2005		N/A		N/A		0/2003, 1/2004, 0/2005	
5. Reduces demand on highway system (modal shift)										
a. Increases capacity of freight rail	N/A		N/A		N/A		Yes		N/A	
b. Increases seaport usage/capacity. (Increases land access to port; addresses other port limiting factors such as shipping season length, vessel availability)	N/A		N/A		N/A		N/A		N/A	
c. Other										
Grand Total		0		0		0		0		0

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Project Descriptions	F-11 Reconstruct Alexis Ave. pavement, Hagman Rd. to US 23		F-12 Summit St. grade separation or completion of the Buckeye Basin		F-13 Consaul Street grade separation		F-14 Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza		F-15 Widen the Disalle bridge I-75	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
Objectives & Measures										
1. Supports economic development in our region										
a. Estimated number of new businesses, jobs or acres of commercial development that will result from this investment	N/A		N/A		N/A		N/A		N/A	
b. Number of transportation modes to be provided or upgraded at site	1		2		2		1		1	
c. Establishes public-private partnership	No		No		No		No		No	
d. Other information			Continues to be studied by the City of Toledo						Would reduce congestion increased safety	
2. Reduces freight modal conflict										
a. # of conflicting vehicular moves (AADT or other modal counts) eliminated or ameliorated	AADT= 39000 10% trucks		30+ moves per day by NS AADT= 8800, 8.5% trucks		30 to 40 moves a day between NS and CSX AADT= 9100, 8% trucks		AADT (Collingwood)=5400, 51% trucks; AADT (Newton)=3300, 39% trucks		AADT SB=45500, 20% trucks; AADT NB=43600, 10.6% trucks	
3. Improves connectivity										
a. Increases capacity of a connector to freight facilities (# added lane miles; # improved intersections; current/future congestion; AADT; % trucks	N/A		N/A		N/A		Yes		N/A	
b. adds or upgrades connectivity between transportation modes	N/A		N/A		N/A		No		N/A	
4. Improves safety at location with high truck crash levels										
a. Number of truck crashes [ODPS/ODOT data]	21/2003, 32/2004, 27/2005		1/2003, 1/2004, 0/2005		1/2003, 1/2004, 0/2005		not available		NB and SB total 2/2003, 1/2004, 5/2005	
5. Reduces demand on highway system (modal shift)										
a. Increases capacity of freight rail	N/A		N/A		Yes		N/A		N/A	
b. Increases seaport usage/capacity. (Increases land access to port; addresses other port limiting factors such as shipping season length, vessel availability)	N/A		N/A		N/A		N/A		N/A	
c. Other										
Grand Total		0		0		0		0		0

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Project Descriptions	F-16 Improve ramps South Ave. / I-75		F-17 Improve on ramp Miami St. to south bound I-75		F-18 New interchange, north side of Bowling Green		F-19 Widen I-475		F-20 Upgrade I-80/90 I-75 interchange	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
1. Supports economic development in our region										
a. Estimated number of new businesses, jobs or acres of commercial development that will result from this investment	N/A		N/A		N/A		N/A		N/A	
b. Number of transportation modes to be provided or upgraded at site	1		1		1		1		1	
c. Establishes public-private partnership	No		No		No		No		No	
d. Other information	Part of TMACOG NHS Connector study		Part of TMACOG NHS Connector study		Dropped from TRAC 2 by ODOT		Currently under study by ODOT			
2. Reduces freight modal conflict										
a. # of conflicting vehicular moves (AADT or other modal counts) eliminated or ameliorated	N/A		AADT=4000, 15% trucks		N/A		AADT= 85500, 14% trucks		AADT=5875, 6.6% trucks	
3. Improves connectivity										
a. Increases capacity of a connector to freight facilities (# added lane miles; # improved intersections; current/future congestion; AADT; % trucks	Yes, 2 intersections. AADT SB=4600, 19% trucks; AADT NB=1300, 38% trucks		N/A		Establishes a connector to industry in northern BG		N/A		N/A	
b. adds or upgrades connectivity between transportation modes	Yes		Yes		N/A		N/A		N/A	
4. Improves safety at location with high truck crash levels										
a. Number of truck crashes [ODPS/ODOT data]	1/2003, 1/2004, 0/2005		Not available		N/A		101/2003, 92/2004, 87/2005		Not available	
5. Reduces demand on highway system (modal shift)										
a. Increases capacity of freight rail	N/A		N/A		N/A		N/A		N/A	
b. Increases seaport usage/capacity. (Increases land access to port; addresses other port limiting factors such as shipping season length, vessel availability)	N/A		N/A		N/A		N/A		N/A	
c. Other										
Grand Total		0		0		0		0		0