Development of the Legislative Agenda was coordinated by the Transportation Council of TMACOG

TOLEDO/NORTHWEST OHIO TRANSPORTATION COALITION
The Transportation Coalition is a collaborative effort of these organizations

National Center for Freight & Infrastructure Research & Education (CFIRE)
The University of Toledo is a member of the CFIRE consortium which includes the University of Wisconsin-Milwaukee, the University of Wisconsin-Superior, and the University of Illinois-Chicago. The theme of CFIRE is Sustainable Freight Transportation Infrastructure and Systems.

Freight specific signature areas of CFIRE include:
- Design, Materials, and Construction Processes for Highway, Harbor, and Rail Infrastructure
- Multimodal Systems Planning and Optimization
- Traffic Operations and Safety
- Energy and Environment

The center conducts research, sponsors training opportunities, and develops academic coursework and/or continuing education programs reflecting these four areas. Additionally, the center will sponsor potential research on performance measurements, policy, economic effects, and emergency management across these specialties.

Great Lakes Maritime Research Institute (GLMRI)
The Great Lakes Maritime Research Institute (GLMRI) was established in 2004 to pursue research efforts in marine transportation, logistics, economics, engineering, environmental planning, and port management. The U.S. Maritime Administration designated GLMRI as a National Maritime Enhancement Institute on June 1, 2005. GLMRI represents a consortium of the University of Wisconsin-Superior Transportation & Logistics Research Center, and the University of Minnesota Duluth Swenson College of Science & Engineering and Labovitz School of Business and Economics. GLMRI funding for research proposals is granted only to GLMRI University Research Affiliates. The University of Toledo is one of nine affiliate universities and has been granted transportation and logistics research funding for the Great Lakes Maritime Information Delivery System: A Resource for the Regional Analysis of Intermodal Freight Flows in the Great Lakes Region. The research is focused on the acquisition, storage, and management of data involving vessel and commodity flows, port facilities, physical characteristics of the lakes, navigation facilities, and the economy of the Great Lakes region.

To support further growth and development the Coalition requests state and federal legislators to:
- Seek designation in the next federal transportation bill reauthorization of the ITI as an International University Transportation Center. This would be a new category of center to engage in research and education in supply chain management through international partnerships and working with the International Cargo Handling and Coordination Association.
- Support designation of UT and a consortium of other Ohio universities as a Wright Center for Innovation in the area of hybrid vehicles including plug-in electric (PHEV) and hydraulic hybrids.
- Support state approval and seed funding of a Master of Science degree of Global Supply Chain Management to develop a graduate program that will educate future managers.
Centers of Excellence

University of Toledo Intermodal Transportation Institute (UT-ITI)
The University of Toledo ITI initiative began in the mid-1990s with public and private sector organizations encouraging the University of Toledo to develop a center focusing on transportation, logistics, and supply chain issues. From these cooperative efforts the Intermodal Transportation Institute was created in 2001 and began formal operation in 2002. The vision of the UT-ITI is to develop technology-enabled intermodal transportation systems and supply chains that promote economic development and quality of life.

The goals and objectives of UT-ITI are to:
- Create an internationally recognized center of excellence
- Advance technology and expertise in the many disciplines composing transportation
- Educate a multi-disciplinary work force
- Attract students, faculty, and staff in undergraduate, graduate, and professional programs
- Enhance diversity in the various fields related to transportation

University of Toledo University Transportation Center (UT-UTC)
The U.S. Department of Transportation invests in the future of transportation through its University Transportation Centers Program, which awards grants to universities across the United States to advance the state-of-the-art in transportation research and develop the next generation of transportation professionals. In 2005, resulting from work the UT-ITI began in 2002 and with the support of area transportation agencies, government, and private industry stakeholders, the University of Toledo was designated as a Tier II UTC and funded for $500,000 per year. The University Transportation Center at the University of Toledo is a partnership of UT, the lead institution; Bowling Green State University (BGSU) in Bowling Green, Ohio; and Wayne State University (WSU) in Detroit, Michigan.

The theme of the University of Toledo UTC is Transportation for Economic Security and Development: Alternate Energy, Infrastructure Utilization, and Supply Chains. Safe, secure, and efficient transportation systems are essential to the economic viability, quality of life, and strength of our nation. If the U.S. economy is to reach new heights, the transportation system must be capable of moving people and goods safely, quickly, and efficiently.

Michigan-Ohio University Transportation Center (MIOH-UTC)
The University of Toledo and its university partners, BGSU and WSU, are also members of another UTC, the Michigan-Ohio (MIOH) UTC, which is led by the University of Detroit Mercy (UDM) and includes Grand Valley State University in Grand Rapids, Michigan. MIOH-UTC has a similar theme and focus to the UT-UTC. Joint funding of a master’s degree program in supply chain management is currently being developed. The universities worked closely together to develop strategic plans for each UTC that coordinate activities, leverage resources, and avoid redundancies. The director of the UT-UTC is a member of the Operating Committee at MIOH, and vice president for research development at UT, who directly supervises the director of the UT-UTC, is a member of the Executive Committee of MIOH. In addition, three faculty members at UT are involved in the MIOH interest groups. These individuals provide for close collaboration between the two UTCs.

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Overview

A New Vision
Federal legislators are currently drafting a new transportation bill that will have a direct impact on our ability to compete in a global economy. A multimodal, well functioning transportation system is essential to sustaining our country’s economy and our individual quality of life. Therefore, the next federal transportation bill should be a new beginning that takes a balanced approach to moving goods and people safely, quickly, and efficiently.

The new bill should:
- Provide a fully integrated mobility system that offers multiple transport alternatives (highway, rail, air, and sea) and emphasizes modal balance to enhance livability in our communities.
- Dramatically reduce fatalities and injuries.
- Allow for timely design, regulatory approval, and prompt construction of projects.
- Be environmentally sensitive.
- Minimize the use of scarce energy resources.
- Ease wasteful traffic and product delivery delays.
- Invest in a coherent national research program that promotes economic output and development.
- Develop new sources of funding based on user-based fees, public-private partnerships, tolls, and vehicle miles traveled in addition to traditional motor fuel taxes.

Fifty years ago, our national vision was to build the pre-eminence interstate highway system in the world. That vision has been realized. We must now expand our surface transportation investment to integrate all modes of transportation – highway, freight and passenger rail, public transit, air, and sea – to meet the future demands created by an increasing population, expanding economy, and global movement of goods.

The Crisis in Transportation Funding
Organizations in northwest Ohio and southeast Michigan are united in our desire to press ahead with the development of a multimodal transportation system for our region. Yet we recognize that with present revenue levels, funding will not even be adequate for maintenance of our existing over-used systems. Even as trucking, rail, transit and other interests lay out ambitious and well-planned logistics projects, it is clear that addressing the funding structure is a critical challenge.

The facts are clear. It has been more than 17 years since the last federal gas tax increase, while worldwide demand for materials has continued to drive up construction prices. Inflation pressures have eased with the current recession; however, when annual inflation rates resume as expected, the compounding effect of annual cost increases will reduce the purchasing value of the dollar while the need for capital spending expands. The national Highway Trust Fund has not been sustained at the level of investment authorized by SAFETEA-LU in 2005. A gasoline tax that remains tied to volume and not to cost – either of fuel or of transportation construction – will ensure a deficiency in the highway trust fund. Revenue needs to keep pace with federal aid construction prices, just to maintain current levels of investment.

We know that traffic on all modes will only increase. And in our region, we know that the business of moving goods is a cross-cutting industry that all sectors of our local economy depend on to run efficiently and reliably. We are determined to create and preserve jobs, ensure safety, and deliver prosperity through an integrated, multimodal system of transportation and logistics. Funding challenges must be addressed at every level – local, state, and federal.

The issue of funding is one area where the legislature will make the difference in our regional success. This guide describes issues that are of strategic importance to northwest Ohio and upon which area transportation advocates have consensus. We welcome dialog with the 111/112th Congress and the 128/129th Ohio General Assembly as decisions are made that will affect our region.

Regional Air Transportation
- Provide funding to construct $394 million of NASA Plum Brook Aerospace Station improvements including an intermodal loading facility and 9,000 foot of runway to allow NASA and others to safely and economically transfer satellite and related aerospace equipment to this facility and expand this state’s involvement in the aerospace industry.
- Support regulatory clearances and funding to maximize utilization of the Sandusky County Regional Airport including new apron, taxiway, and runway extension improvements.

Pedestrian and Bicycle Transportation
The Coalition requests state and federal legislators to:
- Support establishment of a Priority Conservation Area to allow mitigation of wetlands on a watershed basis rather than parcel-by-parcel.
- Support direct access to the Ohio Turnpike for commerce park access roads for triple trailer access.
- Support a public-private partnership for construction of a rail intermodal terminal.
- Support funding for runway and other improvements to increase the airside capacity of Toledo Express Airport when logistics operations expand beyond its current capacity.
- Assist in efforts to provide Toledo Express Airport with 24-hour customs to take advantage of international cargo and passenger custom clearance primarily into and out of Canada. Toledo’s location and convenience would provide international air traffic with seamless opportunities to fuel and clear customs, which would continue to promote both commercial and general aviation activity for our fixed base operators (FBOs) and other tenants.

Support continued state and federal funding for bicycle and pedestrian facilities including:
- Rehabilitation or replacement of the abandoned CSX rail bridge near the Ohio Turnpike as part of the Westside Corridor trail efforts.
- Funding sufficient to create a signed network of bicycle-friendly street routes and multi-purposes to enable citizens to use bicycles as a means of transportation.
- Support renewed full funding of the Clean Ohio Fund program including the Trails Fund.
- Provide funding for a new towpath bike trail along the Maumee River from the City of Defiance to Lucas County.
The Lake Erie West Global Logistics Hub

Area transportation stakeholders are agreed on the need for a cohesive vision and coordinated action that will realize the region’s potential. We know that this area has the potential to be a 21st-century transportation, logistics, and supply chain center for global sourcing. The Lake Erie West Global Logistics Hub is our vision. The Hub encompasses six major transportation complexes all focused on transportation services, distribution, and value-added operations that take advantage of the unique intermodal terminals in our area and their proximity to each other. The map below shows the major elements of our regional center: the Toledo Express Air Commerce Park (with air cargo, rail accessibility, and direct Ohio Turnpike access for triple truck trailers); the Airline Junction Intermodal Yard (connecting Toledo by rail to Chicago, Detroit, and east coast ports); the Southern Great Lakes Distribution Corridor (with access to strategic north/south and east/west interstate highways serving all of eastern North America); the Toledo Seaport (with direct water access to the Saint Lawrence Seaway and European ports); the CSX National Gateway Intermodal Terminal (with direct rail access to east coast ports in North Carolina, Maryland, and Pennsylvania); and, the Amtrak Station (local transit and passenger rail connections to New York, Chicago, and Detroit).

Elements of the Lake Erie West Global Logistics Hub

To realize the potential of the center concept, the Coalition requests state and federal legislators to:

➢ Support cooperative development efforts and target incentives and infrastructure investment to further foster development of the region as a logistics center.
➢ Promote economic development of transportation-dependent businesses by endorsing Transportation Innovation Authorities that provide new approaches to financing transportation-related projects.

The Toledo Express Air Commerce Park

The Toledo Express Air Commerce Park has a valuable array of transportation assets including direct access to the Ohio Turnpike interchange (with access for full-size triple trailer trucks that are permitted only on the turnpike), an air terminal and expanded apron area, a surrounding campus area uniquely suited for development of an intermodal facility, and future access to a high speed Norfolk Southern main line. The map below shows the relative locations of the highway, rail, and air transportation assets in the area.

To support growth of the Toledo Express Airport and Air Commerce Park, the Coalition requests state and federal legislators to:

➢ Support with funding, regulatory clearances, etc., the recommendations of the Airport Master Plan for Toledo Express Airport as updated by the Toledo-Lucas County Port Authority including:
  • Extend the north/south runway to improve capacity at the Toledo Express Airport. An extension will allow the north/south runway to handle aircraft of comparable size and type as those handled by the main east/west runway during times of heavy cross winds or high volume of take-offs and landings.
  • Relocate US 20A to accommodate the north/south runway extension.
  • Construct ring roads and inter-terminal non-public roads (with grade separation from public streets) to allow direct triple trailer truck access to all terminals and campuses of the park.
  • Secure funding to reserve property and plan for further expansion of the capacity of the airport to cope with anticipated freight activity growth.
  • Replace the 50-year-old, outdated control tower at Toledo Express Airport to improve safety and increase capacity.
Streets and Highway Transportation

The Coalition requests state and federal legislators to:

- Continue funding of the Highway Trust Fund, so that user fees benefit the people and industries that pay them.
- Put in place mechanisms that adjust federal and state transportation taxes to keep pace with transportation construction costs.
- Support efforts at federal, state, and local levels to address the funding crisis in transportation and find new funding mechanisms to support increased investment in transportation.
- Oppose efforts to suspend the federal or state gas tax, no matter how temporary. Eliminating funding for transportation does not address the causes of higher fuel prices. And providing transportation infrastructure is a core function of government, essential for provision of public services and all economic activity.
- Actively support efforts to complete projects funded in the construction programs of northwest Ohio ODOT district offices, in TMACOG’s Transportation Improvement Program (TIP), and in other federal and state programs to ensure that highway and transit dollars allocated to the area are used in a timely fashion.
- Continue to support and pursue timely completion of the following upgrades/improvements that are scheduled for completion of design or construction:
  - Completion of all phases of the I-75/I-475 systems interchange upgrade in central Toledo (“Jeep Split”) and related improvements to local arterials including Cherry Street.
  - Completion of the second phase of the I-475/Salisbury/Dussel Interchange upgrade.

- Actively pursue upgrades/improvements to Ohio macro corridors serving the northwest Ohio area:
  - I-75 widening from the I-475/I-75 systems interchange in Wood County to Findlay, Ohio.
  - Projects in Lucas County resulting from ODOT’s I-475/US 23 Upgrade Study including I-475/US 23 widening from US 24 to Alexis Road, I-475 widening and improvements from Corey Road to Douglas Road, reconfiguring the I-475/US 23 systems interchange and nearby Central Avenue interchange, and building a new interchange in the Dorf/Hill area.
  - Projects in Wood County resulting from ODOT’s I-475/US 23 Upgrade Study including reconfiguring the I-475/I-75 systems interchange and nearby SR 25 interchange.
  - I-75 widening from Phillips Avenue to I-280.
  - I-75 widening and improvements in downtown Toledo from SR 25 to Detroit Avenue.
  - US 20 widening to five lanes from Perrysburg to SR 420.

- Support funding of seaport development, infrastructure, equipment, and operations in the State biennial budget. Specific examples include:
  - Tax abatements for operating terminals located within harbors recognized by the State.
  - Non-local share State grants for port infrastructure and for other infrastructure substantially benefiting Ohio ports.
  - Grant funding that can be used for operating new facilities, infrastructure, services and equipment that is at least 20 per cent funded by the State.
  - Compulsory State funding for Ohio seaports of a minimum of $20 million for dredging of commercial harbors for the beneficial re-use of dredged materials and for the disposal of dredged materials, including land acquisition, equipment, construction and operations ancillary to beneficial re-use.
  - Grant funding and tax abatements for Port projects and property acquisitions that have direct environmental benefits.
  - Financing incentives specifically to attract marine transportation businesses to Ohio ports.

- Support seaport-specific federal funding dedicated to the upgrading and modernization of infrastructure at U.S. seaports.
- Eliminate regulatory and other barriers to allow merging of the U.S. and Canadian seaway organizations into a single bi-national agency to operate the Saint Lawrence Seaway System.
- Support planning and funding efforts to develop a major north/south and east/west maritime corridor through the City of Toledo and to support Maritime Administration initiatives to establish distinct marine and upland transportation corridors that will encourage and support marine transportation.
- Provide continued public infrastructure funding for development of the Ironville Docks and Beazer property, ongoing redevelopment of the Toledo Shipyards, and business growth of all Toledo Seaport terminals.
Water Transportation

The Coalition requests state and federal legislators to:

- Support efforts to develop short sea shipping in the Saint Lawrence Seaway and Great Lakes to move freight by water as an alternative to overland hauling via rail or truck. Shipping routes in the Great Lakes and along the coast of the U.S. are substantially underutilized. This is an opportunity to move freight off of congested highways and rail corridors and on to water. Specifically we are seeking:
  - Prompt passage of the Great Lakes Short Sea Shipping Enhancement Act 2007, which will provide opportunities for relieving trucking congestion at international border crossings and will generate growth of marine transportation between the United States and Canada.
  - Revisions to the Harbor Maintenance Tax to create a true trust fund with specific spending requirements to encourage short sea shipping while providing funding for necessary navigation and seaport infrastructure improvements.
  - Funding for development of facilities at the Port of Toledo for roll on/roll off ships.

- Annually appropriate sufficient funds (currently estimated at $10 million/year) specifically designated for the dredging of Toledo harbor and the disposal of dredge spoils, including the creation of new capacity in existing confined disposal facilities and/or the beneficial reuse of the dredge spoils elsewhere. Without dredging, the port will inevitably shut down to the detriment of local, regional, state, and national economies.

- Provide public funding for purchase of dredging equipment primarily dedicated to the ancillary area Toledo harbor to be owned and operated by the Toledo-Lucas County Port Authority.

- In addition to the Identification Certification Program, support federal and state funding for the acquisition, construction, operation, and outfitting of new security facilities and related programs securing ports.


- Extend the shipping season on the Saint Lawrence Seaway and Great Lakes to the full year taking advantage of existing and future technology to allow development of shipping to serve the northern coast of the United States.

- Encourage the governments of the United States and Canada to modernize, replace, and/or expand as appropriate the infrastructure of the Saint Lawrence Seaway System including investments and maintenance schedules to allow year-round shipping.

- Provide funding and other support for the construction and equipping of the proposed expansion of the Toledo Shipyard High Bay Facility that will increase the shipyard’s shipbuilding capability.

- Support Ohio’s participation in the study phase of the new I-73/74 corridor, the 900-mile interstate corridor from coastal South Carolina through northwest Ohio to Michigan. This new expressway is currently under development in the southern states.

- Support creation of a customs pre-screening center in Lucas or Monroe counties to allow trucks to be cleared for the border crossing into Canada and electronically secured to cross the border without stopping at the very congested existing customs stations.

- Continue to support, fund, and pursue timely completion of the following rail/highway grade separation projects that are scheduled for construction or design:
  - McCord Road crossing of the Norfolk Southern (NS) rail line in Lucas County.
  - Wales Road eastern-most crossings of the CSX and NS lines in Northwood.
  - Hire Road/SR 281 crossing of the CSX line in Defiance County.

The McCord grade separation project is severely underfunded. Yet, Amended Substitute House Bill 163 signed into law March 31, 1999 called for the local governments to provide only 5% of the project cost for these types of projects.

The expected growth in rail freight makes construction of the above grade separation projects even more critical.

- Support funding for intermodal highway connector development and improvement including:
  - SR 18 connector between the CSX Gateway terminal and I-75 at North Baltimore.
  - South Avenue and Miami Street freeway entrance ramps to I-75 at the Disalle Bridge.
  - Widening of I-75 Disalle Bridge over the Maumee River.

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Rail Transportation

The Coalition requests state and federal legislators to:

- Support federal and state rail infrastructure legislation:
  - To develop a comprehensive national-level multimodal transportation policy and funding mechanism that fully reflects the value of public investment in the rail system. These steps will allow investment in rail improvements to increase the efficiency of the rail system for freight and passenger movement that is vital to the economies of northwest Ohio and southeast Michigan.
  - To fund and create a rail infrastructure trust fund for the public portion of partnerships with private rail companies.
- Provide public funding to augment private investment by CSX Transportation to upgrade their National Gateway system and development of the North Baltimore intermodal facility.
- Support funding and development of a national rail service system, multi-state rail initiatives, and improved passenger service through northwest Ohio. Specifically:
  - Provide fair and full funding for a robust passenger rail system that strengthens the economy and provides increased travel capacity.
  - Support funding to advance the Ohio Hub high speed rail initiative. Include the Cleveland-Toledo-Detroit and the Toledo-Columbus corridors as high priorities.
  - Support funding to advance the Midwest Regional Rail Initiative (“Chicago Hub”) with the Chicago-Ft. Wayne-Toledo corridor as a high priority.
- Provide funds to transform the Dr. Martin Luther King, Jr. Plaza Amtrak station into a full multimodal transportation center including intercity bus operations (Greyhound) and a direct public transportation connection to the heart of downtown Toledo (via street car, which is the locally preferred alternative of the Regional Core Circulator Study). Support efforts to realize the economic potential of the station area via transit-oriented development.
- Promote efforts to preserve the right of way of abandoned rail lines for future uses.
- Support new Ohio economic incentives to attract passenger rail equipment manufacturers to northwest Ohio.
- Support funding for installation of improved highway-rail grade separation warning devices to correct safety problems at existing crossings.

Public Transportation

The Coalition requests state and federal legislators to:

- Establish a bi-partisan state legislative commission to develop ways to create a reliable, dedicated, and sufficient funding stream to increase support of public transit in Ohio to levels comparable to surrounding states and to at least match federal transit funding.
- Support efforts to fund and operate public transit that serves all of the greater Toledo metropolitan area including all of Lucas and appropriate portions of Wood, with connections to surrounding counties.
- Support full federal funding for public transportation at the guaranteed SAFETEA-LU levels, and increase the rate of return of federal taxes to our region to provide more public transit funding.
- Support implementation of the Comprehensive Operational Analysis recommendations which include funding of a facility that would consolidate several downtown transit stations into one location.
- Support continued funding of the Car Buy Program including Job Access Reverse Commute funds for our area, and continue providing other federal funds that support personal mobility for all (including New Freedom Initiatives and Specialized Transportation programs).
- Support efforts to build a new paratransit intermodal facility at Dr. Martin Luther King, Jr. Plaza for TARTA’s Toledo Area Regional Paratransit Service (TARPS) in support of efforts to expand transportation services available at the plaza.
- Support the “Clean and Green” proposal submitted by the Ohio Public Transit Association which would fund the replacement of existing diesel buses already beyond their useful life with environmentally friendly alternative fueled vehicles.
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  - Prompt passage of the Great Lakes Short Sea Shipping Enhancement Act 2007, which will provide opportunities for relieving trucking congestion at international border crossings and will generate growth of marine transportation between the United States and Canada.
  - Revisions to the Harbor Maintenance Tax to create a true trust fund with specific spending requirements to encourage short sea shipping while providing funding for necessary navigation and seaport infrastructure improvements.
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- Put in place mechanisms that adjust federal and state transportation taxes to keep pace with transportation construction costs.
- Support efforts at federal, state, and local levels to address the funding crisis in transportation and find new funding mechanisms to support increased investment in transportation.
- Oppose efforts to suspend the federal or state gas tax, no matter how temporary. Eliminating funding for transportation does not address the causes of higher fuel prices. And providing transportation infrastructure is a core function of government, essential for provision of public services and all economic activity.
- Actively support efforts to complete projects funded in the construction programs of northwest Ohio ODOT district offices, in TMACOG’s Transportation Improvement Program (TIP), and in other federal and state programs to ensure that highway and transit dollars allocated to the area are used in a timely fashion.
- Continue to support and pursue timely completion of the following upgrades/improvements that are scheduled for completion of design or construction:
  - Completion of all phases of the I-75/I-75 systems interchange upgrade in central Toledo (“Jeep Split”) and related improvements to local arterials including Cherry Street.
  - Completion of the second phase of the I-475/Salisbury/Dussel Interchange upgrade.
- Actively pursue upgrades/improvements to Ohio macro corridors serving the northwest Ohio area:
  - I-75 widening from the I-475/I-75 systems interchange in Wood County to Findlay, Ohio.
  - Projects in Lucas County resulting from ODOT’s I-475/US 23 Upgrade Study including I-475/US 23 widening from US 24 to Alexis Road, I-475 widening and improvements from Corey Road to Douglas Road, reconfiguring the I-475/US 23 systems interchange and nearby Central Avenue interchange, and building a new interchange in the Dorf/Hill area.
  - Projects in Wood County resulting from ODOT’s I-475/US 23 Upgrade Study including reconfiguring the I-475/I-75 systems interchange and nearby SR 25 interchange.
  - I-75 widening from Phillips Avenue to I-280.
  - I-75 widening and improvements in downtown Toledo from SR 25 to Detroit Avenue.
  - US 20 widening to five lanes from Perrysburg to SR 420.
- Support funding of seaport development, infrastructure, equipment, and operations in the State biennial budget. Specific examples include:
  - Tax abatements for operating terminals located within harbors recognized by the State.
  - Non-local share State grants for port infrastructure and for other infrastructure substantially benefiting Ohio ports.
  - Grant funding that can be used for operating new facilities, infrastructure, services and equipment that is at least 20 per cent funded by the State.
  - Compulsory State funding for Ohio seaports of a minimum of $20 million for dredging of commercial harbors for the beneficial re-use of dredged materials and for the disposal of dredged materials, including land acquisition, equipment, construction and operations ancillary to beneficial re-use.
  - Grant funding and tax abatements for Port projects and property acquisitions that have direct environmental benefits.
  - Financing incentives specifically to attract marine transportation businesses to Ohio ports.
- Support seaport-specific federal funding dedicated to the upgrading and modernization of infrastructure at U.S. seaports.
- Eliminate regulatory and other barriers to allow merging of the U.S. and Canadian seaway organizations into a single bi-national agency to operate the Saint Lawrence Seaway System.
- Support planning and funding efforts to develop a major north/south and east/west maritime corridor through the City of Toledo and to support Maritime Administration initiatives to establish distinct marine and upland transportation corridors that will encourage and support marine transportation.
- Provide continued public infrastructure funding for development of the Ironville Docks and Beazer property, ongoing redevelopment of the Toledo Shipyard, and business growth of all Toledo Seaport terminals.
Air Transportation

Toledo Express Air Commerce Park

The Toledo Express Air Commerce Park has a valuable array of transportation assets including direct access to the Ohio Turnpike interchange (with access for full-size triple trailer trucks that are permitted only on the turnpike), an air terminal and expanded apron area, a surrounding campus area uniquely suited for development of an intermodal facility, and future access to a high speed Norfolk Southern main line. The map below shows the relative locations of the highway, rail, and air transportation assets in the area.

The Lake Erie West Global Logistics Hub

Area transportation stakeholders are agreed on the need for a cohesive vision and coordinated action that will realize the region’s potential. We know that this area has the potential to be a 21st-century transportation, logistics, and supply chain center for global sourcing. The Lake Erie West Global Logistics Hub is our vision. The Hub encompasses six major transportation complexes all focused on transportation services, distribution, and value-added operations that take advantage of the unique intermodal terminals in our area and their proximity to each other. The map below shows the major elements of our regional center: the Toledo Express Air Commerce Park (with air cargo, rail accessibility, and direct Ohio Turnpike access for triple truck trailers); the Airline Junction Intermodal Yard (connecting Toledo by rail to Chicago, Detroit, and east coast ports); the Southern Great Lakes Distribution Corridor (with access to strategic north/south and east/west interstate highways serving all of eastern North America); the Toledo Seaport (with direct water access to the Saint Lawrence Seaway and European ports); the CSX National Gateway Intermodal Terminal (with direct rail access to east coast ports in North Carolina, Maryland, and Pennsylvania); and, the Amtrak Station (local transit and passenger rail connections to New York, Chicago, and Detroit).

To realize the potential of the center concept, the Coalition requests state and federal legislators to:

- Support cooperative development efforts and target incentives and infrastructure investment to further foster development of the region as a logistics center.
- Promote economic development of transportation-dependent businesses by endorsing Transportation Innovation Authorities that provide new approaches to financing transportation-related projects.

To support growth of the Toledo Express Airport and Air Commerce Park, the Coalition requests state and federal legislators to:

- Support with funding, regulatory clearances, etc., the recommendations of the Airport Master Plan for Toledo Express Airport as updated by the Toledo-Lucas County Port Authority including:
  - Extend the north/south runway to improve capacity at the Toledo Express Airport. An extension will allow the north/south runway to handle aircraft of comparable size and type as those handled by the main east/west runway during times of heavy cross winds or high volume of take-offs and landings.
  - Relocate US 20A to accommodate the north/south runway extension.
  - Construct ring roads and inter-terminal non-public roads (with grade separation from public streets) to allow direct triple trailer truck access to all terminals and campuses of the park.
  - Secure funding to reserve property and plan for further expansion of the capacity of the airport to cope with anticipated freight activity growth.
  - Replace the 50-year-old, outdated control tower at Toledo Express Airport to improve safety and increase capacity.
The new bill should:

- Provide a fully integrated mobility system that offers multiple transport alternatives (highway, rail, air, and sea) and emphasizes modal balance to enhance livability in our communities.
- Dramatically reduce fatalities and injuries.
- Allow for timely design, regulatory approval, and prompt construction of projects.
- Be environmentally sensitive.
- Minimize the use of scarce energy resources.
- Ease wasteful traffic and product delivery delays.
- Invest in a coherent national research program that promotes economic output and development.
- Develop new sources of funding based on user-based fees, public-private partnerships, tolls, and vehicle miles traveled in addition to traditional motor fuel taxes.

Fifty years ago, our national vision was to build the pre-eminent interstate highway system in the world. That vision has been realized. We must now expand our surface transportation investment to integrate all modes of transportation – highway, freight and passenger rail, public transit, air, and sea – to meet the future demands created by an increasing population, expanding economy, and global movement of goods.

**The Crisis in Transportation Funding**

Organizations in northwest Ohio and southeast Michigan are united in our desire to press ahead with the development of a multimodal transportation system for our region. Yet we recognize that with present revenue levels, funding will not even be adequate for maintenance of our existing over-used systems. Even as trucking, rail, transit and other interests lay out ambitious and well-planned logistics projects, it is clear that addressing the funding structure is a critical challenge.

The facts are clear. It has been more than 17 years since the last federal gas tax increase, while worldwide demand for materials has continued to drive up construction prices. Inflation pressures have eased with the current recession; however, when annual inflation rates resume as expected, the compounding effect of annual cost increases will reduce the purchasing value of the dollar while the need for capital is clear that addressing the funding structure is a critical challenge.

We know that traffic on all modes will only increase. And in our region, we know that the business of moving goods is a cross-cutting industry that all sectors of our local economy depend on to run efficiently and reliably. We are determined to create and preserve jobs, ensure safety, and deliver prosperity through an integrated, multimodal system of transportation and logistics. Funding challenges must be addressed at every level – local, state, and federal.

The issue of funding is one area where the legislature will make the difference in our regional success. This guide describes issues that are of strategic importance to northwest Ohio and upon which area transportation advocates have consensus. We welcome dialog with the 111/112th Congress and the 128/129th Ohio General Assembly as decisions are made that will affect our region.

**Pedestrian and Bicycle Transportation**

The Coalition requests state and federal legislators to:

- Support establishment of a Priority Conservation Area to allow mitigation of wetlands on a watershed basis rather than parcel-by-parcel.
- Support direct access to the Ohio Turnpike for commerce park access roads for triple trailer access.
- Support a public-private partnership for construction of a rail intermodal terminal.
- Support funding for runway and other improvements to increase the airside capacity of Toledo Express Airport when logistics operations expand beyond its current capacity.
- Assist in efforts to provide Toledo Express Airport with 24-hour customs to take advantage of international cargo and passenger customs clearance primarily into and out of Canada. Toledo’s location and convenience would provide international air traffic with seamless opportunities to fuel and clear customs, which would continue to promote both commercial and general aviation activity for our fixed base operators (FBOs) and other tenants.

**Regional Air Transportation**

- Provide funding to construct $394 million of NASA Plum Brook Aerospace Station improvements including an intermodal loading facility and 9,000 foot of runway to allow NASA and others to safely and economically transfer satellite and related aerospace equipment to this facility and expand this state’s involvement in the aerospace industry.
- Support regulatory clearances and funding to maximize utilization of the Sandusky County Regional Airport including new apron, taxiway, and runway extension improvements.
Centers of Excellence

University of Toledo Intermodal Transportation Institute (UT-ITI)
The University of Toledo ITI initiative began in the mid-1990s with public and private sector organizations encouraging the University of Toledo to develop a center focusing on transportation, logistics, and supply chain issues. From these cooperative efforts the Intermodal Transportation Institute was created in 2001 and began formal operation in 2002. The vision of the UT-ITI is to develop technology-enabled intermodal transportation systems and supply chains that promote economic development and quality of life.

The goals and objectives of UT-ITI are to:
- Create an internationally recognized center of excellence
- Advance technology and expertise in the many disciplines composing transportation
- Educate a multi-disciplinary workforce
- Attract students, faculty, and staff in undergraduate, graduate, and professional programs
- Enhance diversity in the various fields related to transportation

University of Toledo University Transportation Center (UT-UTC)
The U.S. Department of Transportation invests in the future of transportation through its University Transportation Centers Program, which awards grants to universities across the United States to advance the state-of-the-art in transportation research and develop the next generation of transportation professionals. In 2005, resulting from work the UT-ITI began in 2002 and with the support of area transportation agencies, government, and private industry stakeholders, the University of Toledo was designated as a Tier II UTC and funded for $500,000 per year. The University Transportation Center at the University of Toledo is a partnership of UT, the lead institution; Bowling Green State University (BGSU) in Bowling Green, Ohio; and Wayne State University (WSU) in Detroit, Michigan. The theme of the University of Toledo UTC is Transportation for Economic Security and Development: Alternate Energy, Infrastructure Utilization, and Supply Chains. Safe, secure, and efficient transportation systems are essential to the economic viability, quality of life, and strength of our nation. If the U.S. economy is to reach new heights, the transportation system must be capable of moving people and goods safely, quickly, and efficiently.

Michigan-Ohio University Transportation Center (MIOH-UTC)
The University of Toledo and its university partners, BGSU and WSU, are also members of another UTC, the Michigan-Ohio (MIOH) UTC, which is led by the University of Detroit Mercy (UDM) and includes Grand Valley State University in Grand Rapids, Michigan. MIOH-UTC has a similar theme and focus to the UT-UTC. Joint funding of a master’s degree program in supply chain management is currently being developed. The universities worked closely together to develop strategic plans for each UTC that coordinate activities, leverage resources, and avoid redundancies. The director of the UT-UTC is a member of the Operating Committee at MIOH, and vice president for research development at UT, who directly supervises the director of the UT-UTC, is a member of the Executive Committee of MIOH. In addition, three faculty members at UT are involved in the MIOH interest groups. These individuals provide for close collaboration between the two UTCs.

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Overview
The next federal transportation bill should be a new beginning. We’ve built a pre-eminent highway system; now we need to integrate all modes of transportation to meet future demands. The crisis in funding must be addressed by the legislature.

Lake Erie West Global Logistics Hub
The collective vision for the future of intermodal freight management in northwest Ohio and southeast Michigan is the six-part Lake Erie West Global Logistics Hub.

Streets and Highway Transportation
Concerted efforts of federal, state, and local levels are needed to protect existing and find new funding mechanisms to support increased investment in highway transportation. Communities in the region also have a long list of projects that have been planned, evaluated, and scheduled. We ask for adequate funding to implement these priority projects.

Rail Transportation
There is national consensus that both passenger and freight transportation by rail should be greatly increased. Federal and state multimodal policies and funding streams are needed. The TMACOG region and Ohio have several projects well begun which need legislative support.

Public Transportation
Funding for Ohio’s public transit is less than in surrounding states, and less than adequate. We ask for reliable, dedicated, and sufficient funding for public buses, transportation for people with disabilities, and innovative systems in the critical downtown Toledo area.

Water Transportation
Specific initiatives include Short Sea Shipping, the Toledo harbor dredging, and Great Ships Initiative. The Port of Toledo is now the largest land-mass port on the Great Lakes.

Air Transportation
The Toledo Express Airport is a critically important part of our regional transportation system. We ask for support for control tower, customs service, runway, and road improvements as we work to expedite development of the Toledo Express Air Commerce Park. The Sandusky County airport also needs funding for upgrades.

Pedestrian and Bicycle Transportation
State and federal policies and funding have helped communities in northwest Ohio and southeast Michigan integrate multi-use paths and bike lanes into their transportation systems. We ask for continued growth of these programs to support projects like the Westside Corridor.

Centers of Excellence
Educational institutions in our region have established programs in the forefront of research in alternative fuels, intermodal strategies and supply chain technology, and marine movement. These several connected institutions are of great benefit to business and industry and need continued support.
TOLEDO/NORTHWEST OHIO TRANSPORTATION COALITION

The Transportation Coalition is a collaborative effort of these organizations

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Development of the Legislative Agenda was coordinated by the Transportation Council of TMACOG

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National Center for Freight & Infrastructure Research & Education (CFIRE)
The University of Toledo is a member of the CFIRE consortium which includes the University of Wisconsin-Milwaukee, the University of Wisconsin-Superior, and the University of Illinois-Chicago. The theme of CFIRE is Sustainable Freight Transportation Infrastructure and Systems.

Freight specific signature areas of CFIRE include:

- Design, Materials, and Construction Processes for Highway, Harbor, and Rail Infrastructure
- Multimodal Systems Planning and Optimization
- Traffic Operations and Safety
- Energy and Environment

The center conducts research, sponsors training opportunities, and develops academic coursework and/or continuing education programs reflecting these four areas. Additionally, the center will sponsor potential research on performance measurements, policy, economic effects, and emergency management across these specialties.

Great Lakes Maritime Research Institute (GLMRI)
The Great Lakes Maritime Research Institute (GLMRI) was established in 2004 to pursue research efforts in marine transportation, logistics, economics, engineering, environmental planning, and port management. The U.S. Maritime Administration designated GLMRI as a National Maritime Enhancement Institute on June 1, 2005. GLMRI represents a consortium of the University of Wisconsin-Superior Transportation & Logistics Research Center, and the University of Minnesota Duluth Swenson College of Science & Engineering and Labovitz School of Business and Economics.

GLMRI funding for research proposals is granted only to GLMRI University Research Affiliates. The University of Toledo is one of nine affiliate universities and has been granted transportation and logistics research funding for the Great Lakes Maritime Information Delivery System: A Resource for the Regional Analysis of Intermodal Freight Flows in the Great Lakes Region. The research is focused on the acquisition, storage, and management of data involving vessel and commodity flows, port facilities, physical characteristics of the lakes, navigation facilities, and the economy of the Great Lakes region.

To support further growth and development the Coalition requests state and federal legislators to:

- Seek designation in the next federal transportation bill reauthorization of the ITI as an International University Transportation Center. This would be a new category of center to engage in research and education in supply chain management through international partnerships and working with the International Cargo Handling and Coordination Association.
- Support designation of UT and a consortium of other Ohio universities as a Wright Center for Innovation in the area of hybrid vehicles including plug-in electric (PHEV) and hydraulic hybrids.
- Support state approval and seed funding of a Master of Science degree of Global Supply Chain Management to develop a graduate program that will educate future managers.