

TMACOG Freight Steering Committee Meeting Notes

October 27, 2009 - TMACOG Boardroom

1. Welcome and introductions

2. Process for updating 2035 Plan freight projects – Roger Streiffert

TMACOG has begun the process of updating the 2035 Plan that was completed in 2007. We have a basic schedule of when the various pieces of the update process need to be completed, culminating in the final approval of the Plan in June of 2011.

As part of the process, we will need to determine if each of the original projects has been completed, is in progress, is still a viable project, or is not. We are asking the freight committee for their input on updating the freight-related projects, initiatives, and policies. Some of the projects may need to be dropped, others reworded. We can also add new projects based on what is important to freight movement at the present time. Information from listening sessions could also be used as a source for new projects. Our goal is to have a ranked draft list of freight projects by the end of June 2010. Over the next several meetings, I will provide information to the committee and ask for your comments and suggestions.

3. Speakers/activities for future meetings – Roger Streiffert

Speakers for upcoming meetings –

November – Mike Stormer from ODOT will present on Intelligent Transportation Systems (ITS) deployment in the Toledo area, and it's possible benefit to freight movement.

January – Joe Cappel, Port Authority (port stimulus projects, dredging)

March may be a good time for another tour. I will check with FedEx and BAX/Schenker.

4. Toledo Regional Economic Plan – Transportation and Logistics Industry Sector – Warren Henry

Warren presented a draft version of a report titled *Transportation and Logistics Industry Sector*, which is one part of the *Toledo Regional Economic Plan*, a long range economic plan for the area. Content for the report came from many sources including the Toledo-Lucas County Port Authority, University of Toledo ITI, ODOT, and TMACOG. The final version of the study will be available on the TMACOG website when it is completed. Following is a list of recommended areas of concentration from the report:

- CSX Gateway development
- Airline Intermodal Yard development
- Port of Toledo improvements and expansion
- Toledo Express Airport expansion of international air freight cargo operations
- Cross dock integration of truck and air hub shipping
- Warehousing, storage, and distribution

- Containerization and container backhaul
- Freight forwarding

[View chapters I and V from the draft report from this link.](#)

5. Other business/discussion – All

From Warren –

Of the TRAC highway projects for the region, relocation of SR 18 between the CSX intermodal facility and I-75 is currently ranked last because it is a recent addition. However, there are plans to move the project up in the ranking.

Final attendance for the 2009 Ohio conference on Freight was 180, which is very good considering the weak economy. FHWA would like to be heavily involved in the 2010 conference.

The National Association of Regional Councils (NARC) has released a goods movement resource manual, and TMACOG's freight planning is one of the case studies in the manual. Visit www.tmacog.org and go to Transportation – In the Spotlight for a link to the manual.

In an eight county area of northwest Ohio and southeast Michigan, the total GDP (gross domestic product - the total market value of all final goods and services produced in an area in a given year, equal to total consumer, investment and government spending, plus the value of exports, minus the value of imports) is 74 billion a year, 49 billion of which is attributed to manufacturing. In the same area, 1.6 billion, or 2% of the total GDP, is attributed to the transportation industry. These figures show that the transport of goods is a small part of the overall economy, but is important in supporting manufacturing and retail.

From Lynette – One of the keys to attract new business to the area is for the public sector to do everything possible to make it easy for new businesses to locate in the area. An example given was the loss of a potential new business because zoning of vacant land could not be changed to accommodate the business. The private sector will drive new business development with the unified support of the public sector.

6. Adjourn