

## TMACOG FREIGHT COMMITTEE AGENDA & MEETING NOTES

Wednesday, November 24, 2010, 11:00 a.m.

1. Welcome and introductions – Ray Huber

2. TMACOG 2035 Plan 2011 Update – Freight Projects – Roger Streiffert

Staff presented a draft list of 2035 Plan Update 2011 committed and priority projects along with project location maps, as chosen and ranked by the TMACOG Planning Committee. Committed projects already have funding committed to them, priority do not but fall within what can be funded over the next 35 years. Of the original list of freight projects from the freight committee, three made the committed list and 12 made the priority list. Other freight projects fell below the line of what could be funded, and are considered reserve projects. And a few of the freight projects were dropped from the list for now.

The Port Authority's dredging equipment project made the priority list but will be dropped as a project and replaced with an initiative stressing the importance of dredging. Also, some projects were added related to road improvements in the CSX Terminal area, but were dropped in favor of waiting for the completion of an ODOT study of the area. Below is a brief list of freight projects and where they ended up within the plan.

McCord Rd. grade separation – committed

I-75 widening, Philips to I-280 – committed

I-75 widening, Washington to AW Trail – committed

SR 18/CSX Terminal area improvements – priority

I-75 widening, Perrysburg to Findlay – priority

US 20A widening, Airport to I-475 – priority

I-475/US 23 widening – widening several parts of I-475 is a priority project

Eliminate “iron triangle” conflicts – priority

Braided US 20A connection to Salisbury/Dussel I-475 interchange – priority

Improve US 20/I-475 interchange – priority

Improve SR 25/I-475 interchange – priority

Tracy Rd. improvements – priority

Add I-475 interchange at Dorr – priority, and could also be at Hill

Widen DiSalle Bridge and improve Miami/South ramps – bridge is a priority project

Port dredging equipment – priority, but will be dropped and replaced with initiative

New South Airfield Rd. at airport – reserve

Widen SR 795 through I-280 interchange – reserve

North/south runway extension – reserve

East-west runway reconstruction/extension – reserve

A North Baltimore area freight airport was added to the reserve list

Reconstruct Matzinger Rd. – dropped because the project is scheduled for 2011

Improve Glenwood, Oregon, Lime City roads – dropped in favor of Tracy improvements

Connector from Post Office/Airline Yard to I-75 – dropped due to engineering restraints

Change Expressway Dr. North to 2-way traffic – dropped due to engineering restraints

SR 420 connection to I-75 – dropped due to engineering restraints

Dropped projects could be re-added to the plan at the next update in four years.

### 3. Projects/speakers/presentations for 2011 meetings – Roger Streiffert

Staff asked the committee for some ideas for 2011 freight meetings. Here are some of the suggested topics:

- January 2011 meeting – Port dredging presentation, possibly in conjunction with other TMACOG committees.
- Look at NHS intermodal connectors – what improvements are needed and are there other CSX Terminal access routes that need to be considered?
- Choose a freight project or projects and be a champion for that project through implementation.
- Look at grade separations – are there others that need to be considered?
- Truck weight limits enforcement – ask Sgt. David Waggoner to speak, possibly in conjunction with Transportation Council.
- Weight limits – what changes are proposed and what are the consequences?

### 4. Ohio sealed container permits update – Warren Henry

Warren gave an update on the ODOT 94,000 lb. sealed container truck permit which is now available. Some important points made include:

- The containers are only going to move from approved site to approved site on mostly State or Federal highways. They will not be traveling all over county or township roads.
- There are no approved sites in northwest Ohio at this time.
- Besides agricultural products, the containers can also be used for manufactured commodities. An approved site could be a manufacturing facility.
- One result of the new permit could be the eventual availability of containers in the Toledo area, which would be an economical benefit for the area.

Below is the original proposal summary:

*A request for a new heavy load permit has been initiated by the Ohio AgriBusiness Association. The new permit would allow trucks in Ohio to move sealed international shipping containers, with agricultural products for export, from elevator facilities to select Ohio intermodal container facilities. The current weight limit on Ohio highways is 80,000 lbs. The proposed single route permit would allow a maximum weight of 94,000 lbs, and the shipping containers would be classified as a non-divisible load. This increase could help Ohio be more competitive with other states for shipping agricultural products. The permit would have 45 and 90 day durations and pricing would be \$500 for a 90-day permit, which is consistent with existing permit pricing. After a five week period of public hearings, the change may take effect as early as mid October.*

*Some issues regarding the proposal:*

- *The Ohio Railroad Association is strongly opposed to the proposal because trucks will be able to move heavier loads by highway, taking business and profits away from railroads, especially short line railroads.*
- *Other than in the Columbus area, there is a lack of available empty containers in Ohio to use for agricultural exports.*

- *It is more efficient to move bulk product, such as grain, by rail car or by ship than by shipping container, but using back-hauled shipping containers gives the grain exporter another option for moving product.*
- *Intermodal container terminals in Ohio are located in the Cleveland, Columbus, and Cincinnati areas. There currently are none in Northwest Ohio.*

5. Potential transportation-related changes with the new administration – Warren Henry  
Warren talked about changes that could take place with the new administration in Ohio and changes in the U.S. Congress. Below are some of the main points:

- Passenger rail (3C corridor) plan will be scrapped. Also it doesn't appear that any of the federal passenger rail money will be used for improving existing passenger rail (northern Ohio).
- The link between transportation projects and economic development could be affected.
- Funding for pedestrian/bike transportation enhancement projects could be affected.
- Politically, there could be more State money available for Columbus/Cincinnati and less for northern Ohio.
- There could be changes to future Federal transportation bills.

6. NW Ohio Freight Mobility and Infrastructure Plan – Warren Henry

ODOT has initiated a program of Transportation Investment Planning Studies, which includes a statewide freight study. The transportation planning study breaks the state into several regions and also looks at several innovations hubs. In Northwest Ohio, there is the North West Regional Transportation Study and the Northwest Ohio Solar Energy Innovation Hub. Monica Drake and Mark Locker are the ODOT management team for the North West Study and Mark Locker heads up the statewide freight study.

7. Other business/discussion – All

Staff passed out a summary of the 2010 Ohio Conference on Freight held last September. Included in the hand out is a list of workshop PowerPoint presentations from the conference that are available on the TMACOG website at [www.tmacog.org](http://www.tmacog.org).

At the next Freight Steering Committee meeting in December, steering members will choose a 2011 Chair, Vice Chair, and any changes to the steering committee for recommendation to the full freight committee in January. At that time, the full committee membership will have an opportunity to accept the steering committee recommendation, or nominate others for any of these positions.

8. Adjourn