



2013 MAFC/ITTS/KYTC Joint Annual Freight Meeting

Integrating State, Regional, Local,
and Private Sector Freight Planning

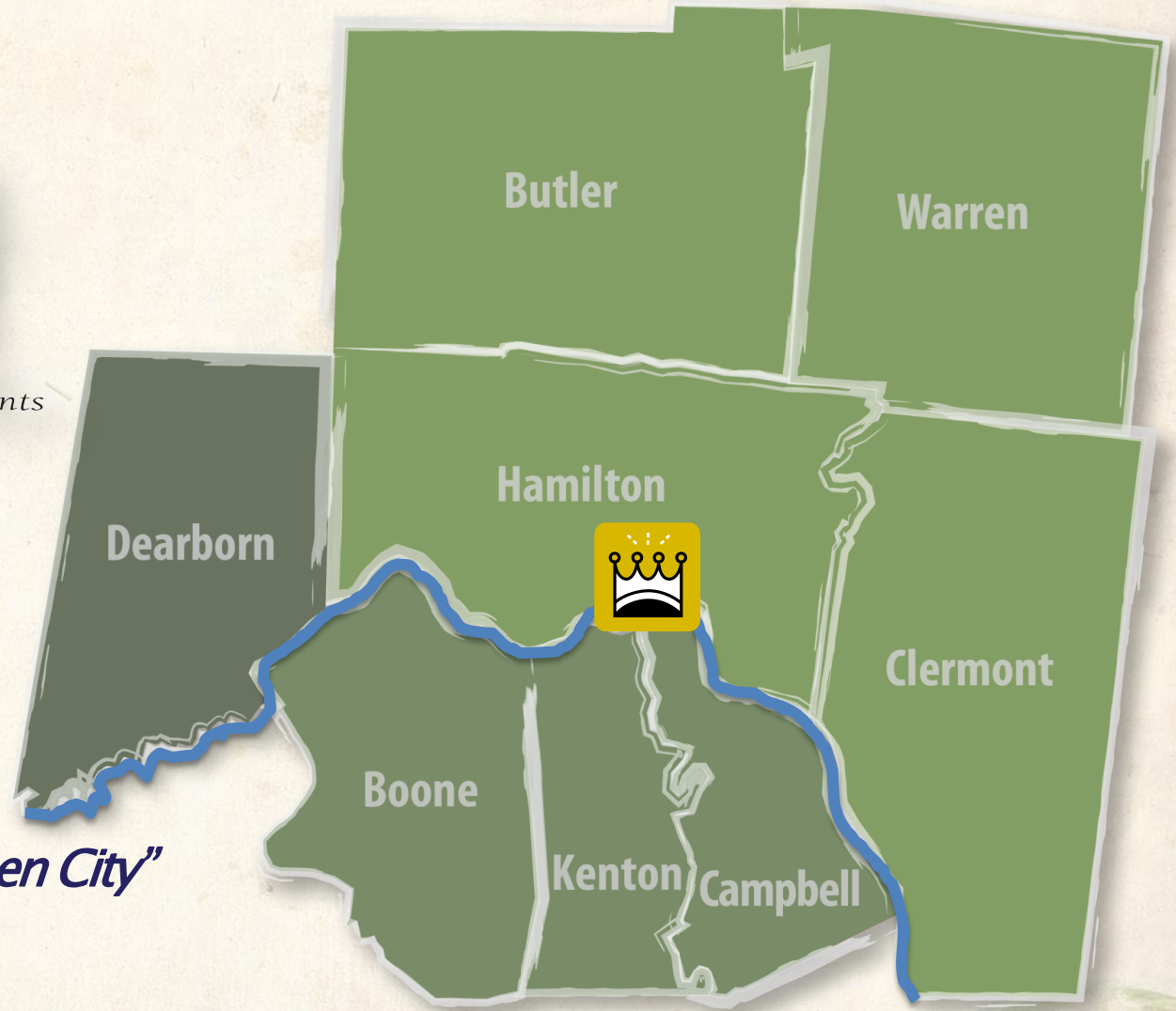
Wednesday, March 13, 2013

*Robyn Bancroft, Strategic Projects Manager
Ohio-Kentucky-Indiana Council of Governments*



Ohio • Kentucky • Indiana
Regional Council of Governments

- 1964 founded
- COG & MPO
- 3 states
- 8 counties
- Cincinnati, *"The Queen City"*
- 118 members
- 34 staff



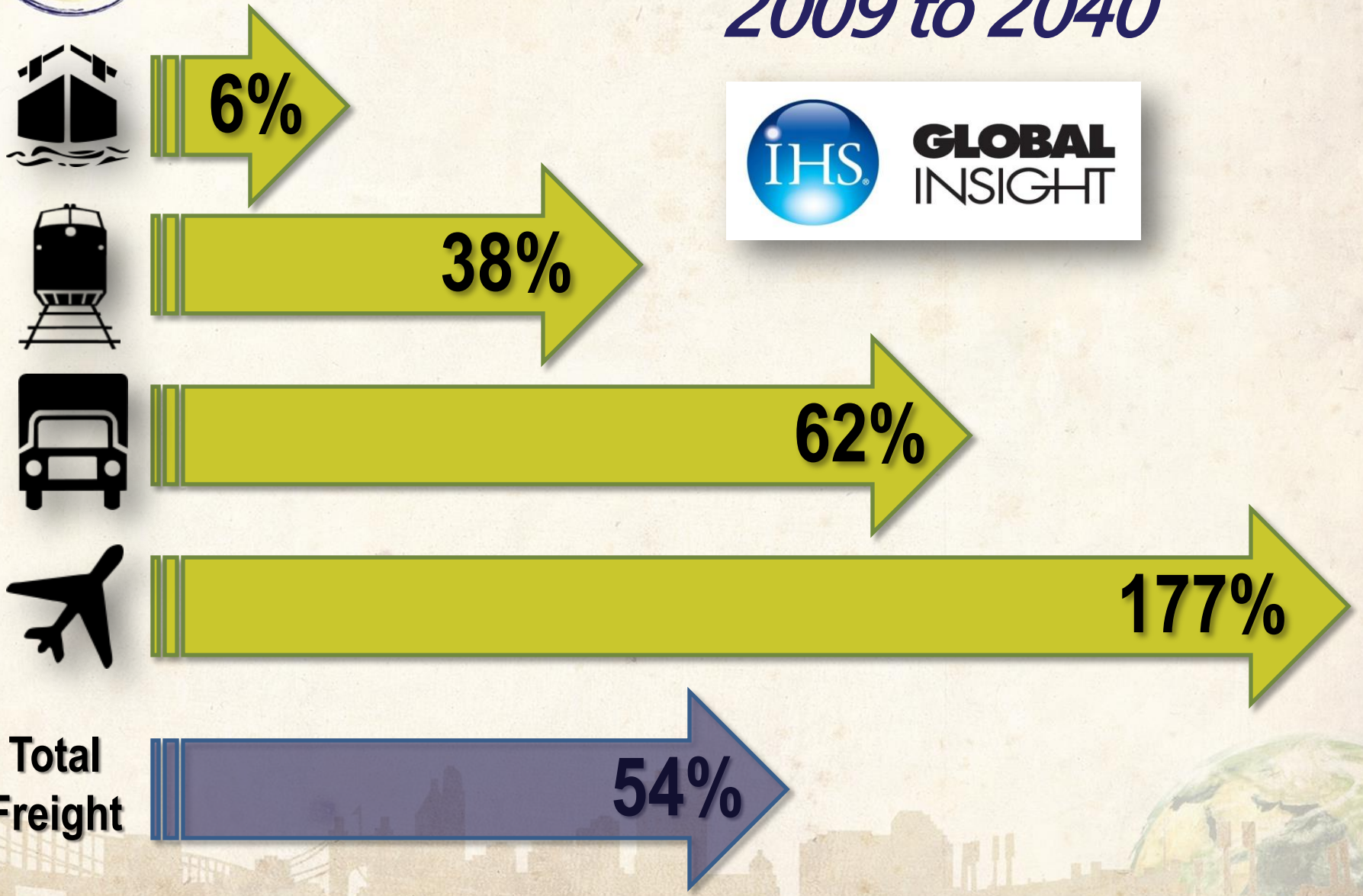
WHY?

1. Understand industry trends
2. Forecast freight demand
3. IDENTIFY PROJECTS

The cover features a dark blue background with a semi-transparent image of a large white semi-truck. The truck is positioned in the lower right quadrant. The text is overlaid on the top left of the cover. The word "OKI" is in a large, bold, white font. Below it, "Regional Freight Plan" is in a smaller, bold, white font. "Executive Summary" is in a yellow, sans-serif font. Below that, "August 2011" is in a small, white, sans-serif font. At the bottom right, there is a small version of the OKI logo.

OKI
Regional Freight Plan
Executive Summary
August 2011

Volume Growth *2009 to 2040*



Total
Freight

54%

177%

62%

38%

6%



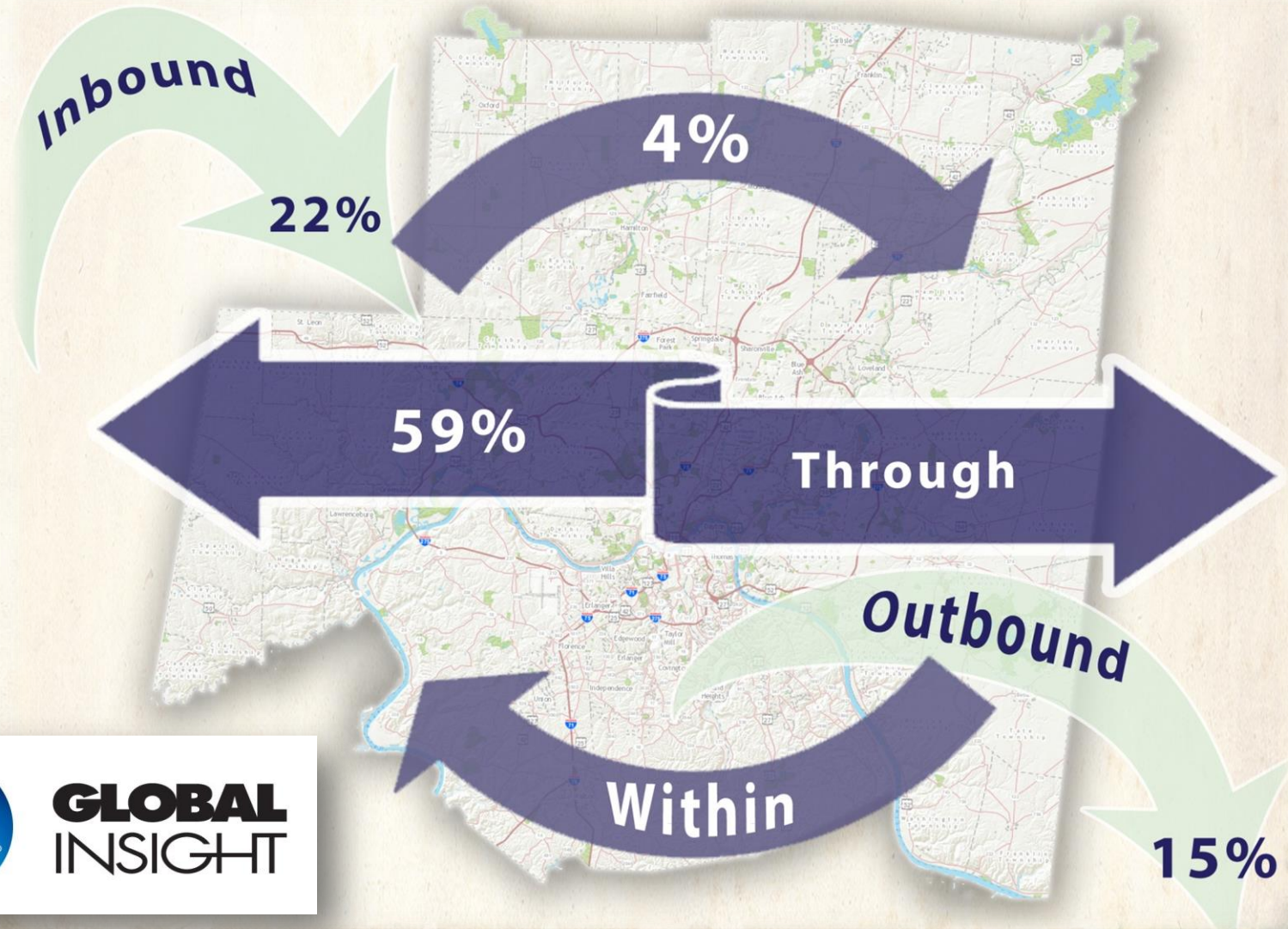
Regional Traffic Demand Model



Ohio • Kentucky • Indiana
Regional Council of Governments

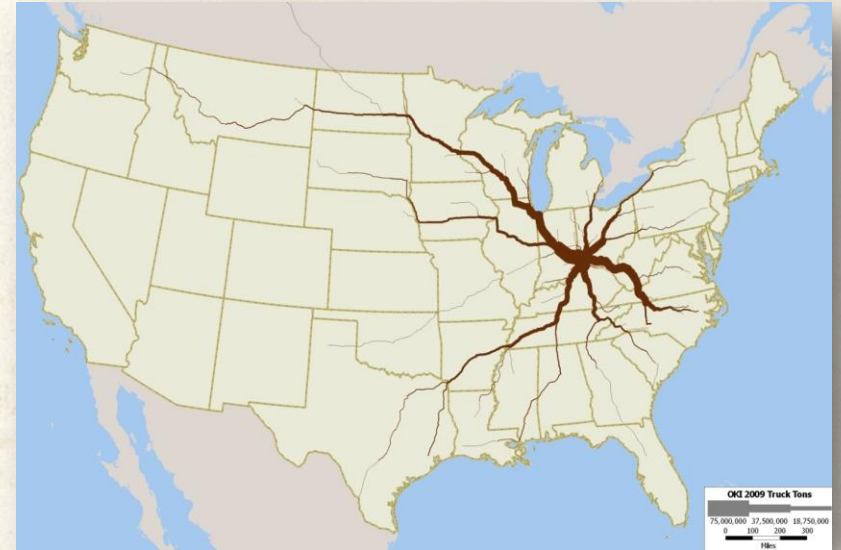


Volume Directional Flows





Routed Total Truck Tons, 2009

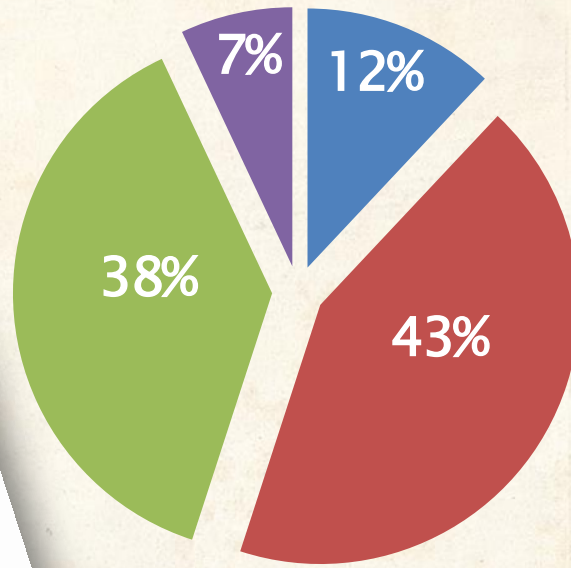


**GLOBAL
INSIGHT**




Rail Traffic by Direction, 2009–2040

Direction	2009	2015	2020	2030	2040	2009– 2040 CAGR
Tons (Thousands)						
Inbound	12,382	13,846	13,750	13,540	14,124	0.4%
Intra	98	137	141	143	147	1.3%
Outbound	5,298	6,567	6,822	6,830	7,037	0.9%
Total	17,778	20,550	20,712	20,513	21,309	0.6%
Value (Millions)						
Inbound	\$8,688	\$9,097	\$9,537	\$10,265	\$11,963	1.0%
Intra	\$42	\$52	\$55	\$55	\$54	0.8%
Outbound	\$9,146	\$10,378	\$10,984	\$11,662	\$12,780	1.1%
Total	\$17,876	\$19,527	\$20,577	\$21,981	\$24,797	1.1%



- Speed of Transit
- Reliability & Consistency
- Total Delivered Costs
- Security, Safe & Sustainable

TOMPKINS ASSOCIATES 

Greater Cincinnati Area Freight and Multimodal Planning Initiative - Shipper Perspective Questionnaire

6. Which of the following categories best describes your company? (Select one option)

- Retail
- Consumer Product Manufacturer
- Commercial / Industrial Manufacturer
- Wholesaler / Distributor
- Logistics Service Provider / 3PL

7. Which category best describes the size of your company? (Select one option)

- Mega (>\$25 billion annual revenue)
- Large (between \$10 billion and \$25 billion annual revenue)
- Medium (between \$1 billion and \$10 billion annual revenue)
- Small (between \$250 million and \$1 billion annual revenue)
- Micro (<\$250 million annual revenue)

* 8. Does your company maintain a presence of any type in the greater Cincinnati area (e.g. office, manufacturing, storage, retail, or third-party)? (Select one option)

- Yes
- No

Go to Page No. 2
Go to Page No. 3
If Did Not Answer Then
Go to Page No. 10

What do Shippers Want?



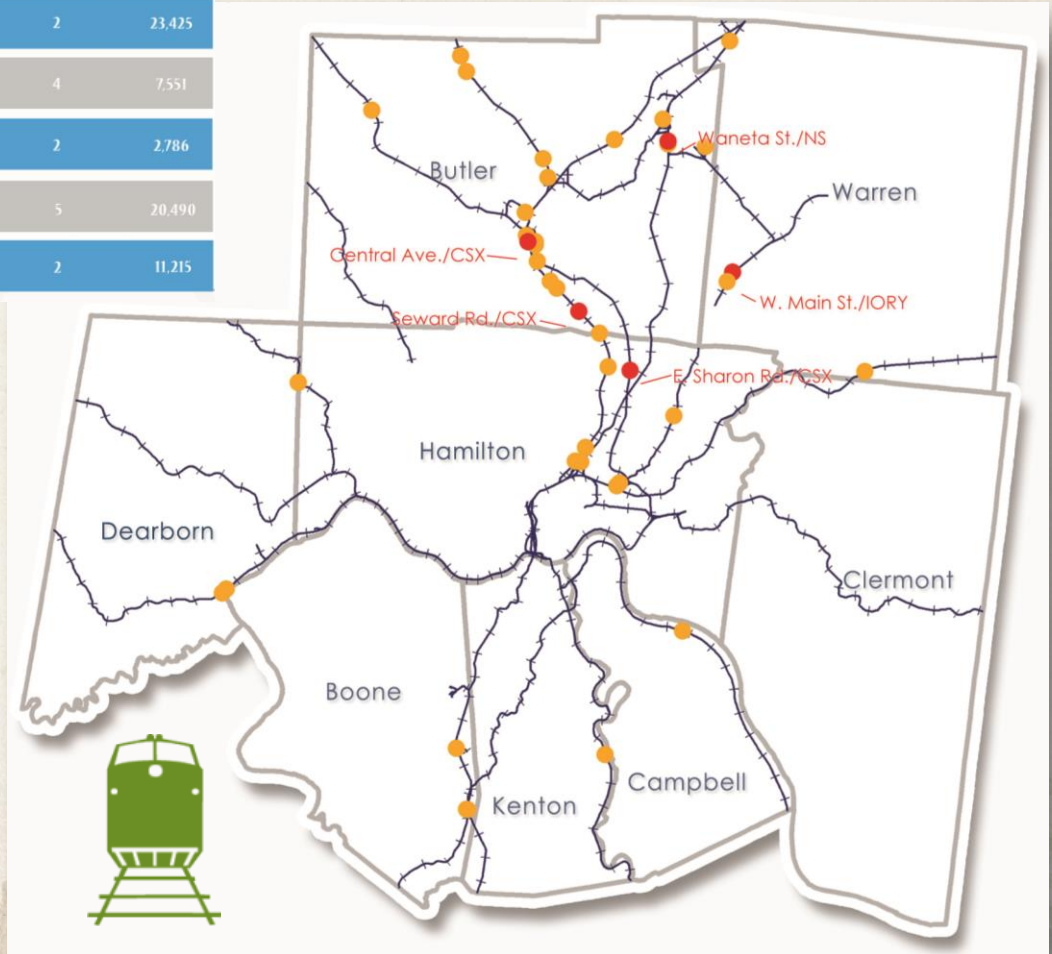
Local Freight Concerns: RR Xing Safety

● Highest Risk Railroad Crossings

Street	Railroad Operator	City	Predicted Annual Collision Rate	Total Trains	Total Tracks	Max Allowed Train Speed	Roadway Lanes	Average Daily Traffic
W. Main St.	IORY	Mason	16.3%	2	1	10 mph	2	23,425
Seward Rd.	CSX	Fairfield	12.4%	64	2	45 mph	4	7,551
Waneta St.	NS	Middletown	12.0%	22	2	50 mph	2	2,786
E. Sharon Rd.	NS	Sharonville	11.9%	28	2	60 mph	5	20,490
Central Ave	CSX	Hamilton	11.2%	56	4	35 mph	2	11,215

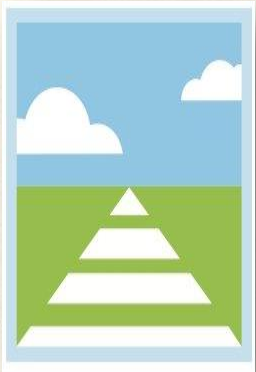
LEGEND

- Greater than 10% probability that a collision will occur annually
- 5% to 10% probability that a collision will occur annually





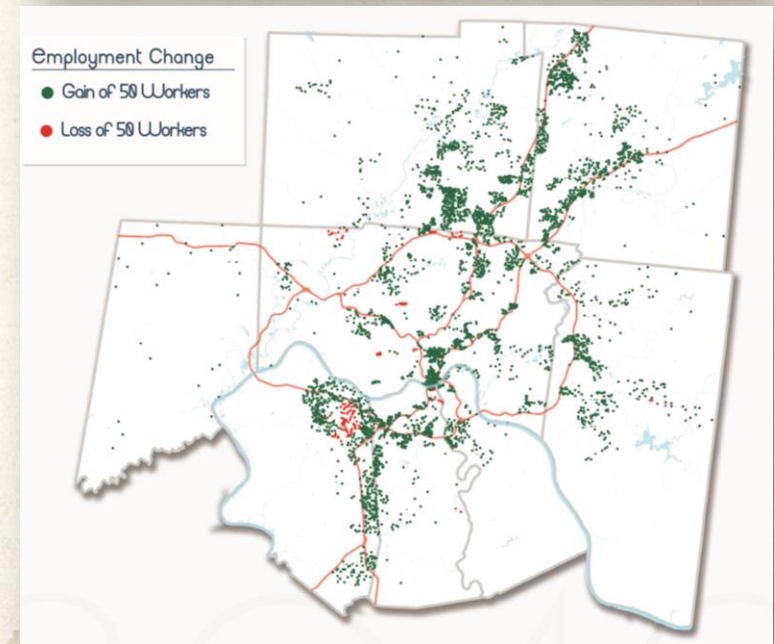
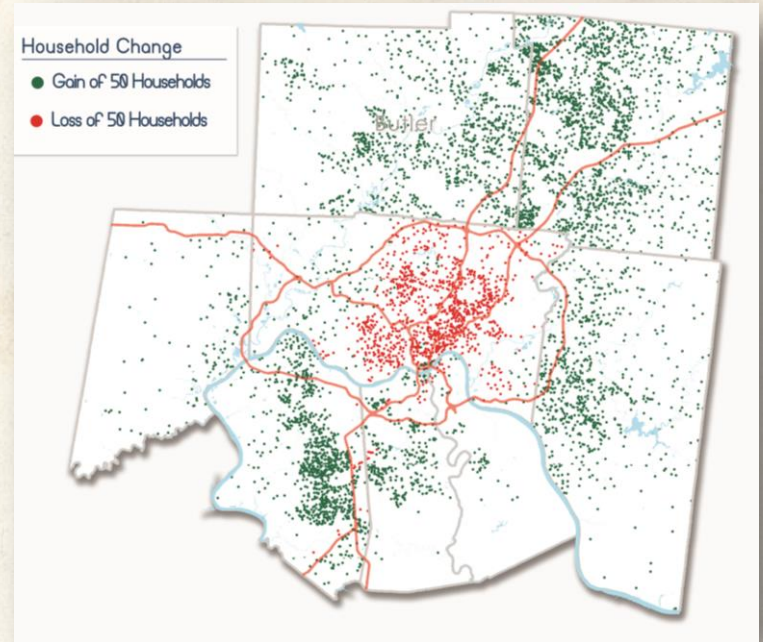
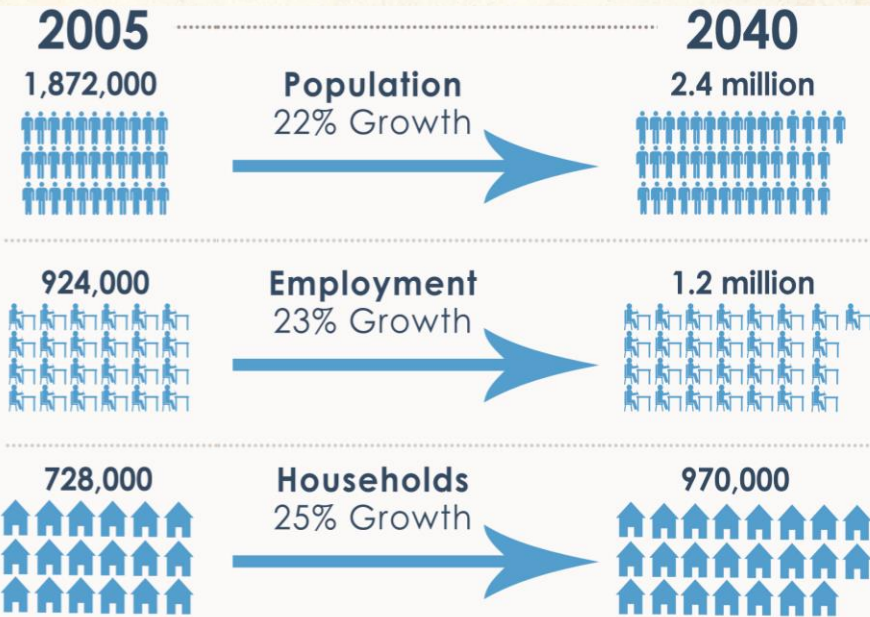
Impact of the Global Supply Chain?



National Gateway



Projected Growth



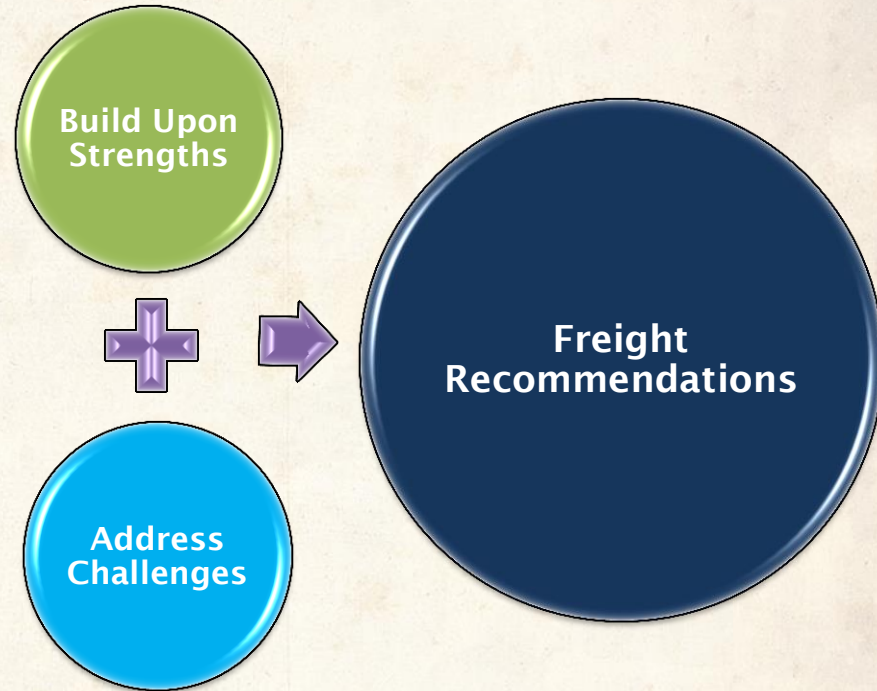
Shared Regional Goals

Freight Plan

- Economic vitality
- Mobility and intermodal connectivity
- Environment and public health
- Safety and security
- System preservation and condition

2040 Plan

- ❖ Economic vitality
- ❖ Safety
- ❖ Security
- ❖ Accessibility and mobility options
- ❖ Environmental protection, energy conservation and sustainable development
- ❖ System integration and connectivity
- ❖ Efficient system management and operations
- ❖ Preservation of existing system



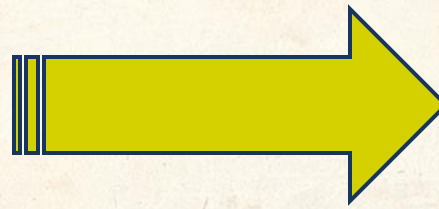
OUTCOME

OKI Regional Freight Plan
August 2011

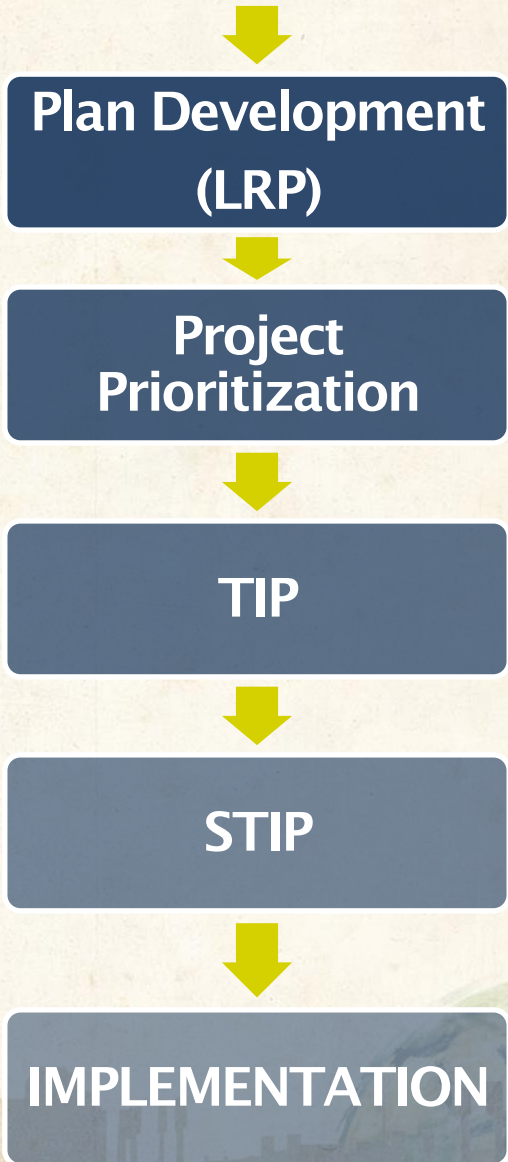
Table 7-1: Roadway Freight Recommendations

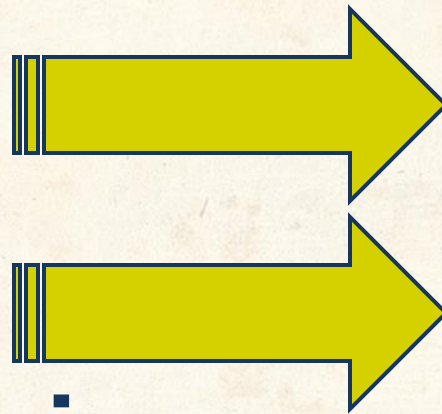
Page Number	Name of Recommendation	Mobility and Intermodal Connectivity	Economic Vitality	Environment and Public Health	Safety and Security	System Preservation and Condition	Recommendation Timing (Immediate, Mid Term, Long Term)
REGIONAL TRUCK FREIGHT MOBILITY							
7-8	ARTIMIS Message Signs	+++	++	+++	++	n/a	Immediate
7-9	Brent Spence Bridge	+++	+++	+++	+++	+++	Immediate
7-10	Eastern Corridor	+++	+++	++	++	++	Mid Term
7-11	I-75 Mill Creek Expressway and Thru the Valley	+++	+++	++	+++	+++	Immediate
7-12	I-471 Reconstruction	++	+++	++	++	+++	Immediate
LOCAL TRUCK ACCESS PROJECTS							
Boone County, Kentucky							
7-13	Gunpowder Road Improvement	+++	++	+	+	+	Long Term
7-13	I-71/I-75 Richwood and Mt. Zion Interchanges	+++	++	++	++	++	Mid Term
Butler County, Ohio							
7-14	Hamilton-Mason Road Mouse Hole	+++	+++	++	+++	++	Immediate
7-14	Cincinnati-Dayton Road Mouse Hole	++	++	++	++	++	Mid Term
7-15	Kyles Station Road Mouse Hole	++	++	+	++	+	Long Term
7-15	Princeton Road Mouse Hole	++	++	+	++	+	Long Term
7-15	West Chester Road Mouse Hole	++	++	+	++	+	Long Term
7-15	I-75/Union Centre Boulevard Interchange	+++	+++	++	++	+	Long Term
7-18	South Hamilton Crossing	+++	+++	++	++	++	Immediate
Campbell County, Kentucky							
7-16	US 27 Improvements	++	++	+	++	++	Long Term
Clermont County, Ohio							
7-17	SR 125/Ohio Pike Access Management	++	++	+	++	+	Long Term
7-17	US 50/Roundottom Rd Intersection	++	+	+	++	+	Mid Term
7-17	US 50/SR 132/SR 278 Intersection	++	+	+	++	+	Mid Term
7-18	US 50/SR 222 Intersection	++	+	+	++	+	Long Term

Set of specific, ready-to-implement project, policy and administrative recommendations



MPO Planning and Project Development Process





MPO Planning and Project Development Process





Planning Factors for All Projects

(55 points available)

- Replacement/Expansion
- Environmental Justice
- Strategic Regional Policy Plan
- Air Quality/Energy (VMT, VHT & Emission Reductions)
- Local Share OVER amount required
- Existing Condition
- Economic Vitality (project creates employment)
- History of Project Delivery (penalty)
- Applicants Requesting Additional Funds (penalty)
- Intermodal Elements

Transportation Factors for Non-Highway Freight Projects

(45 points available)

- Mode Specific Traffic Flow (V/C)
- Impact on Roadway Congestion
- Safety
- Status of Project
- Reliability
- Facility Type (rail/water port)

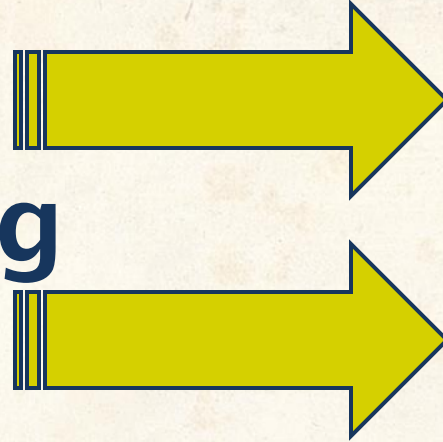


Fiscally- Constrained Freight Improvements

Identification Number	County	Project Type*	Facility Name	Location	Description	Cost Estimate (year of construction)
103	Butler	Roadway	South Hamilton Crossing	Connect SR 4 with University Blvd	Replace with railroad grade separation	\$19,00,000
202, 203, 204, 205	Clermont	Roadway	Eastern Corridor projects	See Chapter 9	See Chapter 9	\$420,480,000
301, 701	Hamilton, Kenton	Roadway	Brent Spence Bridge	I-71/75 over Ohio River	Reconstruct existing and add new bridge	\$2,765,322,220
302, 330	Hamilton	Roadway	Eastern Corridor projects	See Chapter 9	See Chapter 9	\$1,011,353,500
303, 304, 305, 306, 307	Hamilton	Roadway	I-75 Mill Creek Expressway projects	See Chapter 9	See Chapter 9	\$764,530,000
310	Hamilton	Roadway	Reading Rd Grade Separation, Sharonville	Norfolk Southern Railroad (NS) Reading Rd Crossing	Replace with railroad grade separation	\$39,100,000
312, 313, 314, 315, 316, 331	Hamilton	Roadway	I-75 Thru the Valley projects	See Chapter 9	Chapter 9	\$630,390,000
319	Hamilton	Public Transportation	Acquisition of Abandoned Railroad Right of Way (ROW)	NS ROW from Bond Hill and Idlewild railroad junction	Purchase and preservation of rail ROW for future transit	\$2,380,000
322	Hamilton	Freight	Hopple Street Passing Track and Crossovers	CSX Queensgate and NS Gest Street yards	Provide additional horizontal clearance, 1000' of track, and construct crossovers or connecting track	\$15,640,000
601	Campbell	Roadway	I-471	I-275 to Ohio State Line	Widen to four lanes	\$21,790,000
805	Dearborn	Intelligent Transportation Systems (ITS)	ARTIMIS Message Sign	Eastbound I-74	Construct large, dynamic, truss-mounted message sign	\$550,000
810	Dearborn	Freight	Alternative Fuel Stations for Truck Fleets	Located on high truck-traffic roadways	Construct commercial compressed and/or liquid natural gas fueling	\$590,000



MPO Planning and Project Development Process



MPO Planning and Project Development Process



Project
Prioritization



TIP

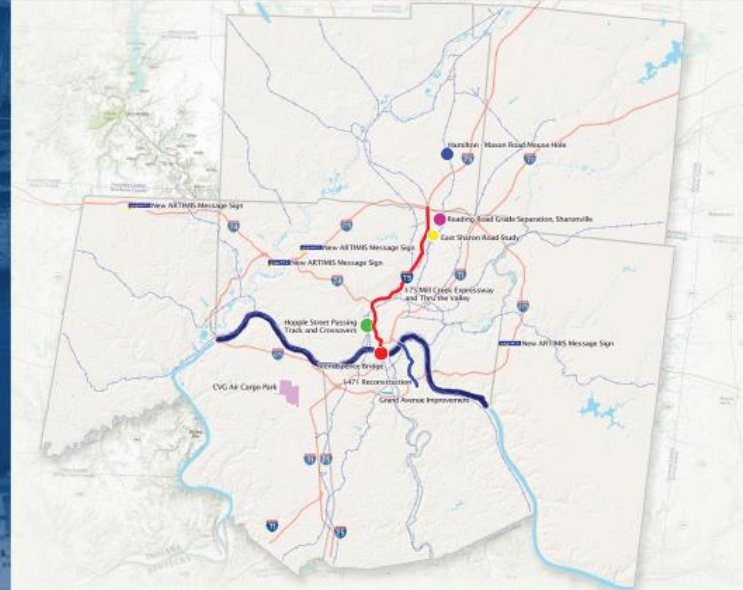


STIP



IMPLEMENTATION

Top Priorities



There are a total of 58 recommendations in this plan to address regional freight deficiencies, now and in the future. Each recommendation contains a cost estimate and priority ranking. The following lists the high priority freight recommendations for the region in alphabetical order:

- Activate the "Port" in the Port of Greater Cincinnati Development Authority**
 Activate the "Port" in the Port of Greater Cincinnati Development Authority, \$300,000 annually for new barge freight related administrative staff and responsibilities. The Port Authority can enhance the profile of regional river assets as a lever for economic development.
- ARTIMIS Message Signs**
 ARTIMIS Message Signs, \$1,388,000. Responding to input from trucking companies, this recommendation would add four new changeable message signs in the region to improve guidance of commercial vehicles.
- Brent Spence Bridge**
 Brent Spence Bridge, \$2,300,000,000. Replacement of the aging Brent Spence Bridge is vital to regional freight mobility. The bridge handles an estimated \$487 billion in commercial cargo annually.

CVG Air Cargo Park



CVG Air Cargo Park, \$50,000,000. With appropriate capital improvements in and around the airport, CVG can use its position as an air cargo hub to develop logistics business in the area.

East Sharon Road Study



East Sharon Road Study, \$250,000. This recommendation is to analyze the segment of East Sharon Road, including both the intersection of Medallion Drive and entrance/exit to Sharon Yard, to determine a comprehensive strategy for improving multi-modal transportation movements.

Grand Avenue Improvement, Taylor Mill



Grand Avenue Improvement, Taylor Mill, \$4,500,000. This recommendation would improve truck flow along KY 177 (the Decoursey Pike area) in Kenton County and improve the attractiveness of the Decoursey Yard brownfield redevelopment site.

Hamilton-Mason Road Mouse Hole



Hamilton-Mason Road Mouse Hole: Rail Underpass Widening and Reconstruction, \$12,000,000. As the highest priority of many deficient railroad underpasses in Butler County, improving this mouse hole will improve east-west freight mobility through the county.

Hopple Street Passing Track and Crossovers



Hopple Street Passing Track and Crossovers, \$8,000,000-\$10,000,000. At the Hopple Street overpass, the CSX mainline narrows from three to two tracks to pass through the bridge piers. Addressing this choke point will improve operations for all three railroads in the region.

I-75 Mill Creek Expressway and Thru the Valley



I-75 Mill Creek Expressway and Thru the Valley, \$644,900,000. Widening and interchange enhancements along I-75 in Hamilton County will improve mobility for automobiles and trucks alike; however, these projects are not fully funded by the Ohio Department of Transportation.

I-471 Reconstruction



I-471 Reconstruction, \$36,615,000. This recommendation addresses an important freight connector for northern Kentucky businesses. With future improvements planned for the I-75 corridor and Brent Spence Bridge, even greater emphasis is placed on the need to maintain and improve I-471 to handle the additional volumes of diverted freight traffic.

Reading Road Grade Separation, Sharonville



Reading Road Grade Separation, Sharonville, \$25,000,000. This recommendation will address the at-grade crossing of NS railroad tracks and Reading Road in Sharonville which is repeatedly blocked by NS switching operations in the Sharon Yard.

Regional Public/Private Freight Rail Partnership



Regional Public/Private Freight Rail Partnership, \$100,000 annually. Collaboration between the public sector and private railroads is critical to implementing a number of the recommendations in this freight plan. This recommendation requires a modest investment for administrative costs, to advance the public/private partnerships required to implement railroad projects.

The Economic Future

The OKI Regional Freight Plan is more than a list of projects. It provides a blueprint for improving freight mobility, including the formation of critical public-private partnerships to address railroad and barge transportation challenges. OKI has also identified actions to implement freight plan recommendations, and keep current on future freight trends in order to adjust strategies and address unforeseen changes in global supply chains.

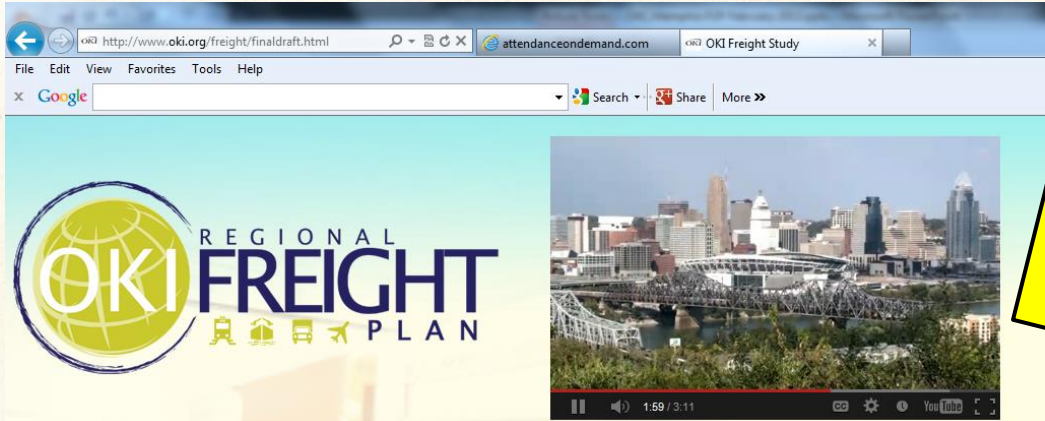
Ultimately, the success of the freight plan will depend on the partnerships and collaboration of the public and private sectors. Railroads, trucking interests, barge terminals and air cargo carriers will need to collaborate to address the transportation challenges facing OKI over the next 30 years.



While collaboration is the most important ingredient for successful implementation, progress can be measured by the economic vitality of regional businesses, which depend so greatly on the adequacy of the freight network.

LESSONS LEARNED

- Use of freight experts
 - Non-highway knowledge
 - Outreach to RR
 - Interview outline
- DO the interviews in-house
- TRANSEARCH
- Partnerships
- Set Deliverable Goals



OKI Regional Freight Plan

Executive Summary

58 Regional Freight Recommendations

OKI Regional Freight Plan

*Title Page/*Table of Contents

Executive Summary

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Chapter 2: OKI Freight Data Collection and Public Involvement

Chapter 3: Freight System: Assets, Use and Shipper Needs

Chapter 4: Regional Freight Needs Assessment

Chapter 5: Freight Performance Measures

Chapter 6: Safety and Security

Chapter 7: Recommendations

Chapter 8: Implementation and Next Steps

Appendix A OKI Commodity Flow Data

Appendix B Supply Chain Survey Results

Appendix C FRA WEB Accident Prediction Report 2010

Appendix D OKI Public Participation Summary

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Name *

Robyn Bancroft, AICP
OKI Strategic Projects Manager
720 East Pete Rose Way, Suite 420
Cincinnati, Ohio 45202
Phone 513.621.6300
Fax 513.621.9325
rbancroft@oki.org

