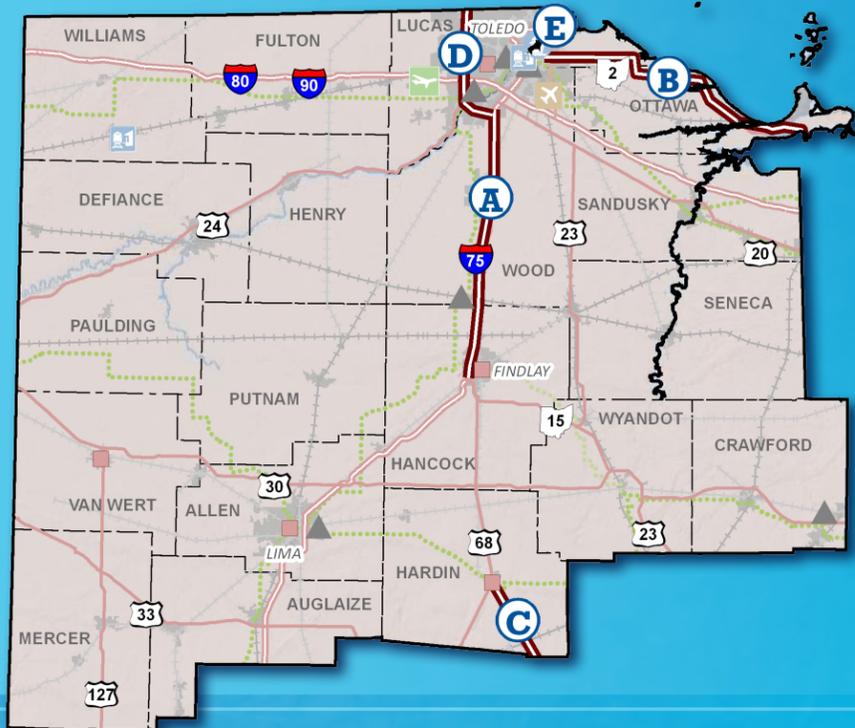


Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

- A** I-75 (SR 15 to I-475) Wood, Hancock Counties
Indicator(s): Mobility and Efficiency 🚗
- B** SR 2 (I-280 to US 250) Lucas, Ottawa, Erie Counties
Indicator(s): Safety 🚗
- C** SR 31 (US 33 to US 68) Hardin, Union Counties
Indicator(s): Safety 🚗
- D** I-475/US 23 (MI State Border to I-75) Lucas, Wood Counties
Indicator(s): Mobility and Safety 🚗
- E** Marine-90 (Port of Toledo Segment - Lake Erie) Lucas, Ottawa, Sandusky, Erie Counties
Indicator(s): Mobility and Efficiency ⚓
- F** Short Line Railroads
Indicator(s): Preservation, Safety 🚂
- G** Toledo Area Regional Transit Authority Operating Budget, Lucas County
Indicator(s): Preservation 🚌



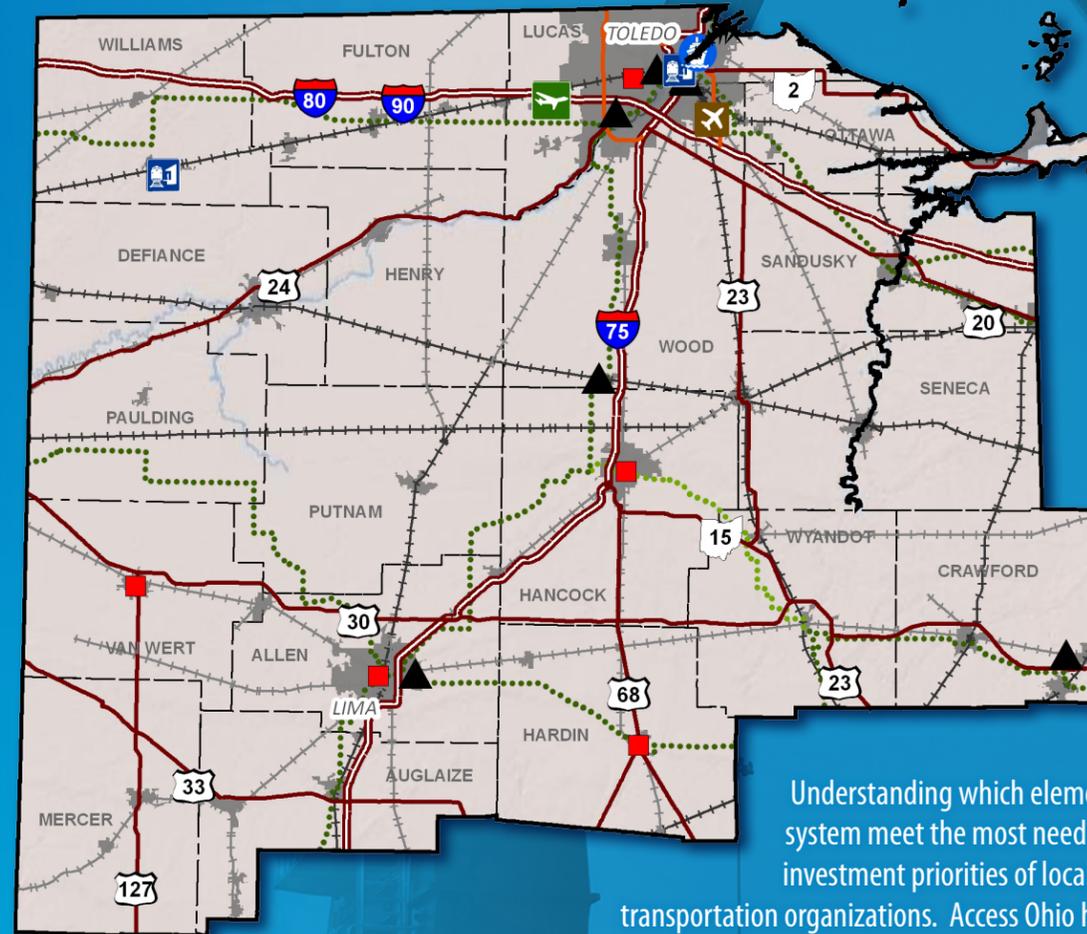
ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

NORTHWEST REGION TRANSPORTATION PROFILE

The Port of Toledo is a multimodal transportation hub with significant waterborne, rail, and highway activity. It provides access to Canada, Ohio's number one international trading partner. The region also boasts the new rail intermodal center at North Baltimore and major highways, such as I-75 and I-80/I-90. These facilities make this area a crossroads for intermodal freight transportation serving the nation. The region also contains some of Ohio's most fertile farmland and numerous

lakefront recreational opportunities including state supported ferries carrying tourists to the Lake Erie Islands.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others.



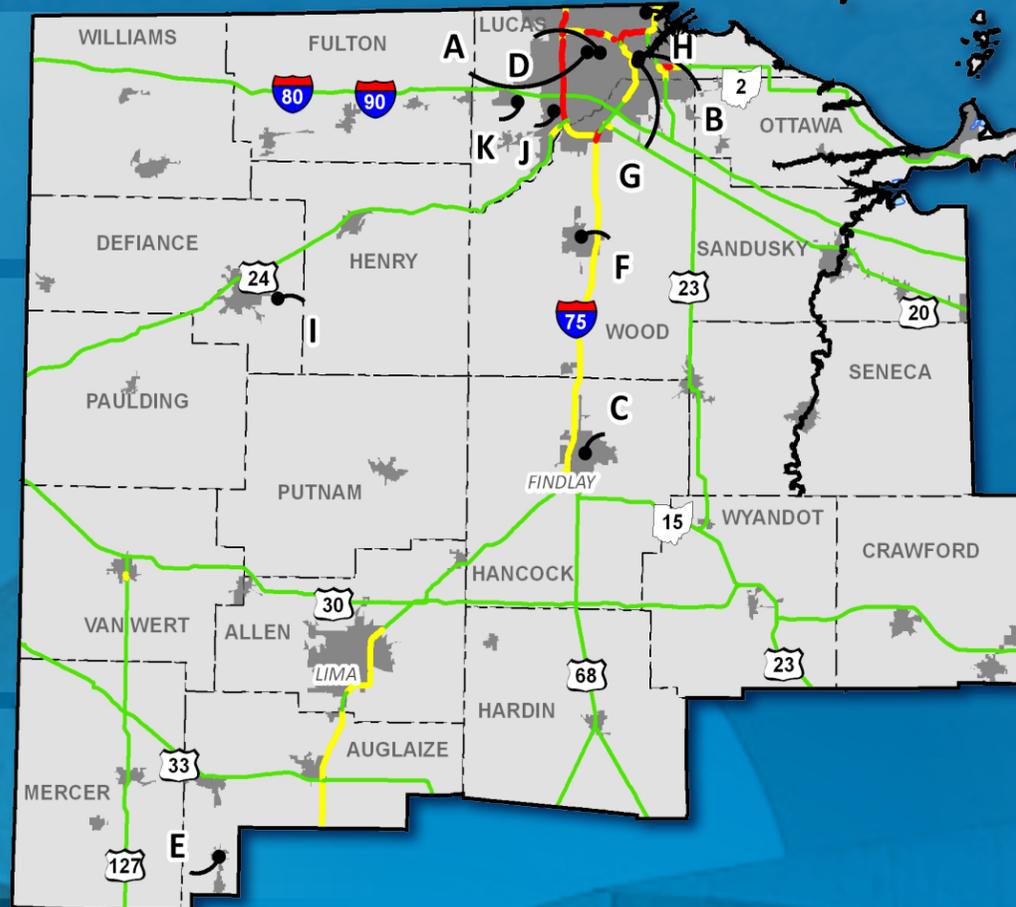
	Commercial Airports		National Highway Corridors
	General Aviation Reliever Airports		Statewide Highway Corridors
	Water Ports		Highway Beltways and Connectors
	Passenger Terminals (Amtrak Facilities)		National RR Routes (>=40 MGTM)
	Intermodal Freight (Rail Terminals)		Statewide RR Routes (<=5-40 MGTM)
	National Intercity Bus Terminals		National Bike Routes
	Statewide Transit (GoBus Stops)		Statewide Bike Routes
			Waterways
			Urban Areas (2010 U.S. Census)

Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map above depicts the STS for the Northwest region.



2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



- Economic Drivers
- Urban Areas (2010 U.S. Census)
- Highway Corridors Congestion
 - No Congestion
 - Potential Congestion
 - Expected Congestion

- A: ProMedica Health System
- B: Manor Care Inc/ Carlyle Group
- C: Marathon Petroleum Corporation
- D: University of Toledo
- E: Crown Equipment Corporation
- F: Bowling Green State Univ
- G: Owens Corning
- H: Chrysler Corporation
- I: General Motors
- J: Dana Corporation
- K: BAX Global

NORTHWEST REGION'S TOP ECONOMIC DRIVERS

- ### TOP 5 EMPLOYMENT SECTORS
- Manufacturing
 - Health Care
 - Accommodation & Food Service
 - Education
 - Retail

DESCRIPTION	2010	% of State
Total Employees	633,025	10%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/\$64	3/\$263
Rail	389/\$165	395/\$223
Truck	936/\$1,678	1,564/\$3,380
Water	58/\$5	61/\$5

Source: Statewide Freight Study 2013

Northwest Region Existing Assets

Roadway

Total lane miles in region	44,475
# lane miles in the region on the STS	8,274 (19%)

Bridges

# of bridges in region	8,183
# of bridges in region on the STS	1,107 (14%)
Average bridge size in region	2,888 sq ft

Transit

# of urban transit agencies in region	2
# of rural transit agencies in region	6
# of transit trips in 2011 in region	2,411,514
Large urban ridership in region	1,889,484
Small urban ridership in region	217,860
Rural ridership in region	304,170

Aviation

# of airports in region	25
# of commercial airports in region	1

Rail

# of Amtrak stations in region	2
# of Class I miles in region (>= 40 MGMT*)	527
# of regional rail line miles in region (<40 MGMT*)	733
# intermodal facilities that serve rail in region	6

*MGMT = Millions of gross tons per mile

Maritime

# of marine nautical miles in region	103
# of public ports in region	3

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	272
# of sidewalk miles in region on US & state routes	355

TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	\$182,772,249	\$905,512,964	2
Rural	\$24,605,137	\$184,004,730	6