CHAPTER 3 — MIAMI VALLEY FREIGHT TRANSPORTATION SYSTEMS PROFILE

3.1 — OVERVIEW

Freight movement in the Miami Valley Region occurs over a number of transportation modes, including truck, rail, air, and pipeline. Figure 3.1 illustrates the multi-modal freight infrastructure and facilities located in the Region. Networks of railroads, pipelines, and roadways along with facilities such as the Dayton International Airport, truck terminals and rail yards support the efficient movement of raw materials and finished goods throughout the Region.

The freight profile in this chapter provides an assessment of current freight practices in the Miami Valley, including highway, railway, and air infrastructure; pipelines, intermodal connectors and facilities; principal manufacturing facilities; warehouses and distribution centers; the principal transportation providers; and the nature of services provided. The inventory includes an overview of how the existing local and regional freight systems are part of the larger statewide, national, and international freight transportation systems.

3.2 — TRUCKING

3.2.1 Trucking Companies

Using the ES202 business inventory data for years 2000 and 2002 for the MPO Region, a list of approximately 306 major trucking, warehouse, and distribution facilities was compiled. The database obtained from these lists was verified for existence and correct address information using the Yellow Pages and other establishment listings on the internet. Figure 3.2 shows the location of the major freight–related establishments in the Region by employment size.

As illustrated on the map, areas with significant trucking, warehouses and distribution enterprises are found generally along the freeway corridors, specifically along the entire length of the I-75 corridor through the Region, which has the greatest concentration of industrial zoning in the Region. The other major corridors with significant freight-related establishments include I-70, I-675 in Montgomery County, SR 4 and US 35 in Greene County.

Some of the companies shown in Figure 3.2 are designated as terminal facilities. Terminal facilities sort incoming freight shipments and reload them onto other trucks after distributing the loads according to destination. The following paragraphs summarize the operations of the companies with the largest terminals in the Miami Valley Area.

- ABF Freight System, Incorporated has grown to become the fourth largest Less Than Truckload (LTL) motor carrier in the United States, from the forty-eighth largest in 1965. ABF concentrates on long-haul transportation of general commodity freight, involving primarily LTL shipments. General commodities are defined as all freight except hazardous waste, dangerous explosives, commodities of exceptionally high value, commodities in bulk and those requiring special equipment. The company operates a fleet of approximately 19,633 trucks, tractors and trailers. The company has terminal facilities around the country, including the facility in Huber Heights, Ohio, which is one of nine national distribution centers.
- Yellow Worldwide Transportation Services is the largest LTL motor carrier in the United States. Yellow Freight has various terminals throughout the country, including one in Huber Heights.

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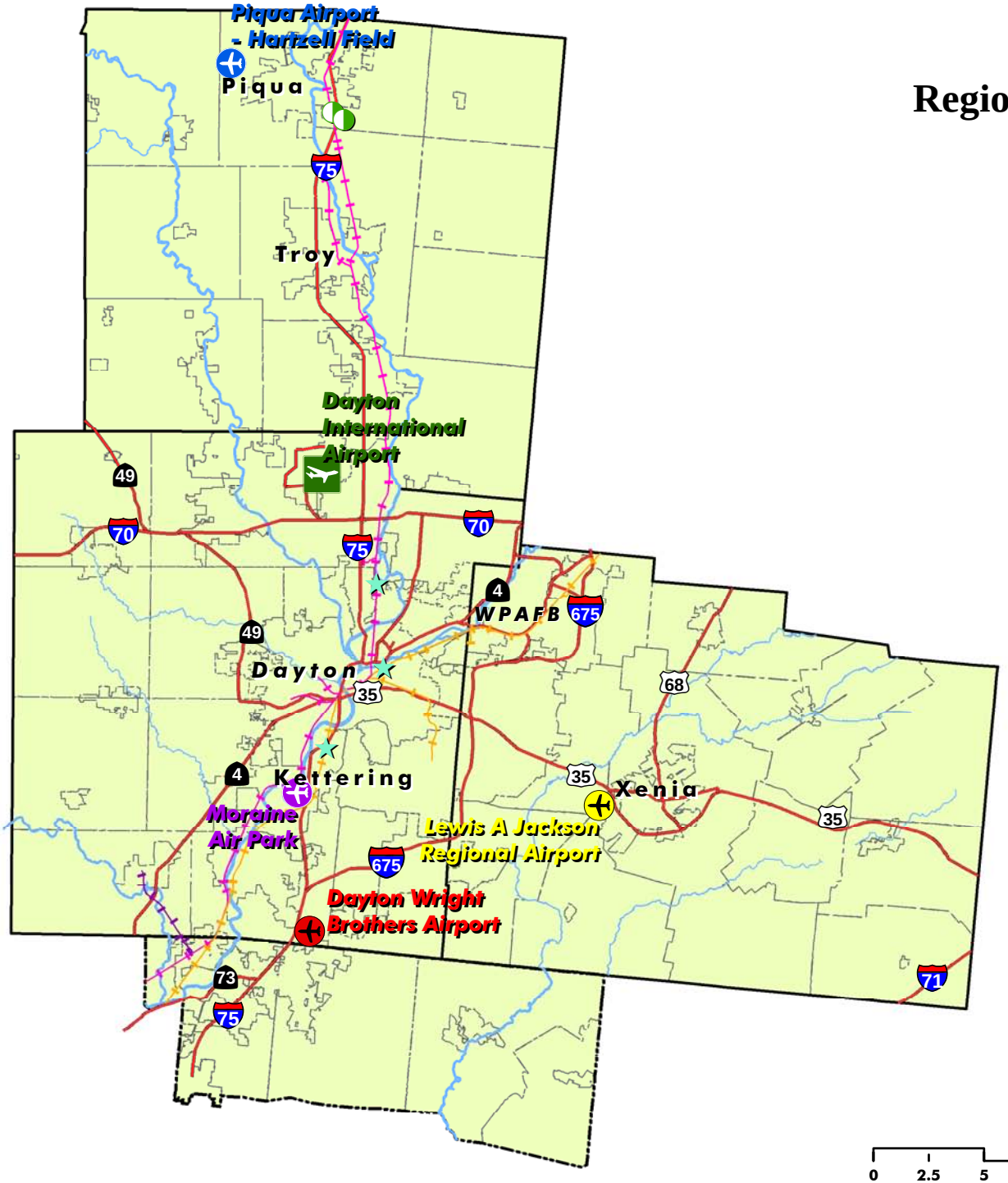


Figure 3.1
Miami Valley Regional Freight Facilities

Airports

- Dayton International Airport
- Dayton Wright Brothers Airport
- Lewis A Jackson Regional Airport
- Moraine Air Park
- Piqua Airport - Hartzell Field

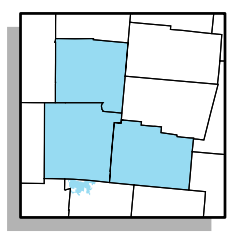
Railroads

- CSX Transportation, Inc.
- Germantown Rail Siding Company
- Norfolk Southern Corporation
- Railyards

- National Highway System
- Truck Rest Areas

Source: MVRPC

MPO Area



0 2.5 5 10 Miles

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FIGURE 3.2 — MAJOR TRUCKING, DISTRIBUTION AND WAREHOUSING FACILITIES (11X17)

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- Roadway Express is an LTL motor carrier company with terminals around the country and abroad, including a terminal in Riverside. Its primary service is LTL transportation on 2-day and longer trips within North America, and on international trips to and from North America.
- USF Holland was founded in 1929 and in 1984 became part of the US Freightways family of regional carriers. Focusing on extensive next-day service, it has become one of the Nation's largest LTL carriers. The terminal for USF Holland is located in Dayton on Valley Pike.

3.2.2 Regional Road Network

The Region's roadway networks includes three interstates (I-70, I-75 and I-675), freeways, and principal arterials, including the intersection of I-70/I-75, a major focal point for intermodal traffic. The Region has approximately 5,260 miles of roads, of which about 2,200 miles comprise the regional network roadway miles.

The national and state transportation agencies have established a hierarchy of highways. The federal government developed a National Highway System (NHS) intended to include the most significant highways for moving people and freight. The NHS is a federal transportation system designated by Congress that includes 160,000 miles (256,000 kilometers) of nationally significant interstate highways and roads for interstate travel, national defense, intermodal connections, and international commerce. The NHS includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- Interstate Roadway System
- Other Principal Arterials: Highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- Strategic Highway Network (STRAHNET): A system of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The STRAHNET system is comprised of approximately 47,000 miles of Interstate and defense highways and 16,000 miles of other public highways.
- STRAHNET Connectors: STRAHNET is complemented by about 1,700 miles of connectors – additional highway routes linking more than 200 military installations and ports to the network. Two STRAHNET connectors (SR 844 and a portion of SR 444) are located in the Miami Valley Region linking the Wright Patterson Air Force Base to the STRAHNET system.
- Intermodal Connectors: Highways that provide access between major intermodal facilities and the other four subsystems making up the NHS.

Figure 3.3 shows the NHS network within the Miami Valley Area, as well as STRAHNET Connectors and Intermodal Connectors as designated by the FHWA.

In addition to the NHS system, MVRPC recognizes six basic roadway classifications based on the FHWA classification scheme:

- Principal Arterial — Interstate
- Principal Arterial — Freeway and Expressway
- Principal Arterial — Other Urban and Rural
- Minor Arterial

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Figure 3.3
Miami Valley
National Highway System

National Highway System
Highway Type
- Interstate
- STRAHNET Connector
- Other NHS
- Intermodal Connector

Existing Land Use
- Public/Institutional
- Residential
- Industrial
- Open Space
- Agriculture
- Commercial

Source: MVRPC

0 2.5 5 10 Miles

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- Collector — Urban and Major Rural
- Collector — Minor Rural

3.2.3 Truck Routes

Truck routes are designated roads for trucks through jurisdictions to avoid unnecessarily clogging and deteriorating streets used by non-truck traffic. US Routes and State Routes are all considered truck routes; therefore, most jurisdictions do not go to the expense of signing these routes. However, secondary roads should be signed as a truck route or with a prohibitory sign. Some jurisdictions in the area only install truck route or prohibitory signs on a complaint basis. The following incorporated areas designate truck routes — Englewood, Huber Heights, Dayton, Centerville, Bellbrook, Moraine, Miamisburg, and Riverside.[*] There have been various changes in the truck routes from 1999 to 2006. The most notable additions include — Trotwood Connector (SR 49) through Trotwood and the extension of US 35 Bypass east of Xenia.

3.2.4 Bridge Restrictions

Figure 3.4 shows bridge restrictions within the Miami Valley Area on the Interstate, US and State and Routes based on data obtained from ODOT. The legend is coded utilizing the following restrictions — height, weight and width. The bridges are also identified based on low sufficiency ratings (below 0.5) as graded by ODOT based on several criteria. A bridge sufficiency rating of 1.00 (or 100%) is considered optimal. Bridges with sufficiency ratings below 0.8 are eligible for federal rehabilitation funds while those with ratings below 0.5 (2% of the Region's bridges) are eligible for federal replacement funds.

There were no bridges with weight restriction (bridges with a load rating of less than 100%) or width restrictions (bridges with widths of less than 24 feet that could obstruct the convenient simultaneous crossings of two large trucks in opposite directions) in the Region's State system. Around 11 bridges were found to have vertical restrictions, the majority of which are located in Montgomery County. Bridges were deemed to be vertically restricted for large truck movements using standards from the ODOT Location and Design Manual based on the functional classification of the roadway on which the structure was located and whether travel was on or under the bridge. For roadways, where travel was on the bridge, a bridge was classified as restricted if the minimum vertical clearance on the state freeway/arterial system of routes was less than 16 feet. If travel occurred under the bridge, then a minimum vertical clearance of 16 feet was required for unrestricted truck travel if the intersecting highway feature had a functional class of arterial and above, and 14 feet for roads that were classified as collectors or local.

3.2.5 Ancillary Roadway Facilities

Truck Weigh and Inspection Stations

Truck weigh and inspection stations, owned by ODOT and operated by the Ohio State Highway Patrol Facilities Management, are located at entry points into Ohio on the interstate highway system. Enforcement at these stations is intended to ensure that trucks do not exceed the prescribed legal size and weight limits. Weigh and inspection stations also ensure that commercial vehicles are in safe operating condition, and that drivers are complying with regulations such as hours of service and driver credentials.

[*] Miami Valley Freight Movement Study, 1999, MVRPC

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Freight Movement Study

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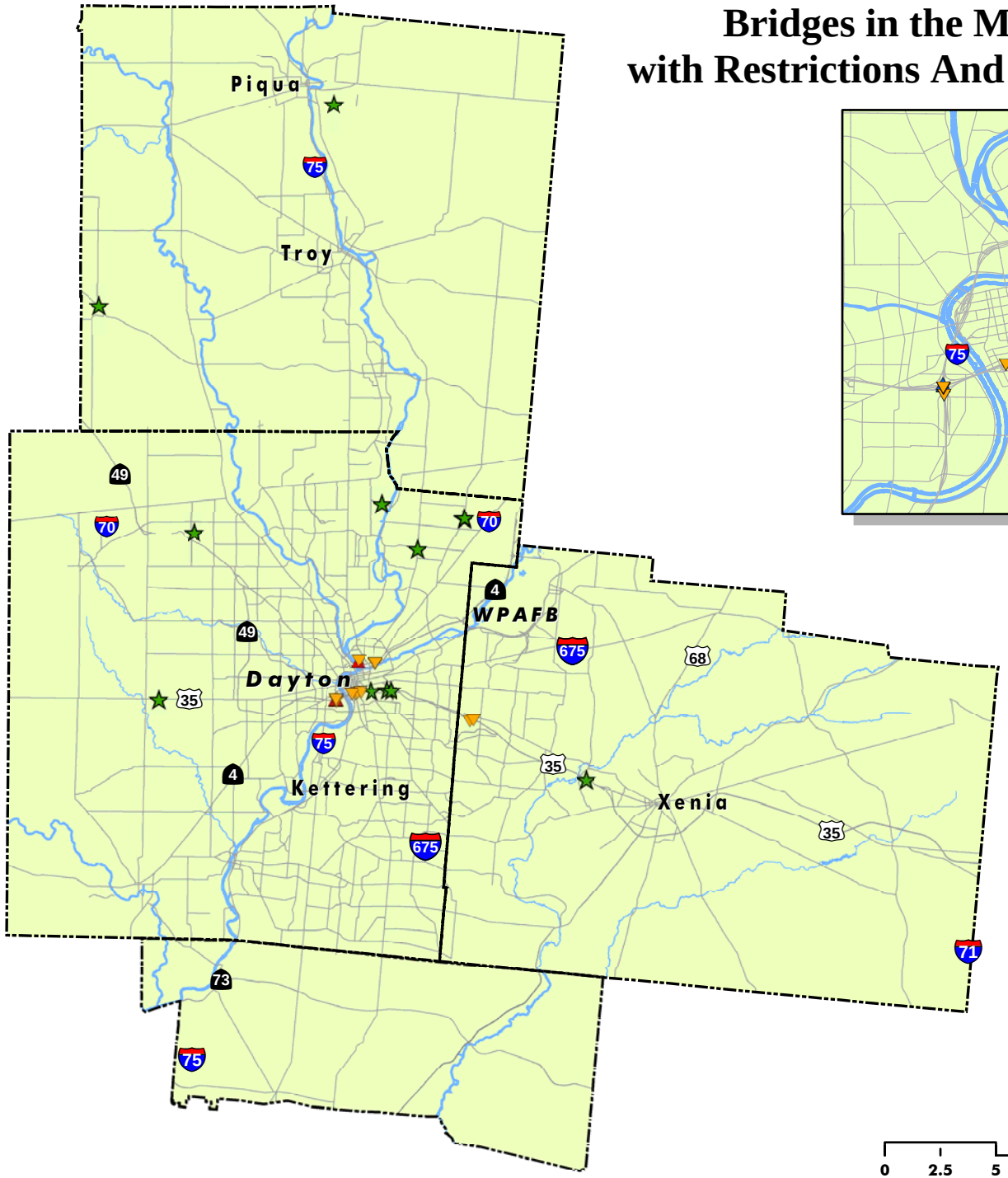
Figure 3.4
Bridges in the Miami Valley Region with Restrictions And Low Sufficiency Ratings



Bridge Restrictions

- Height Restrictions for Bridges 'Travel is Under the Bridge'
- Height Restrictions for Bridges 'Travel is On the Bridge'

Bridge Sufficiency Rating

- Eligible for Replacement Funds (0.0 - 50.0)

Source: Ohio Department of Transportation (ODOT) and MVRPC

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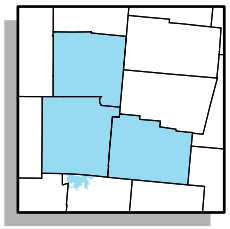
MPO Area



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There are no truck weigh and inspection stations located in the Miami Valley Region. The closest truck weigh and inspection facility outside the Region is located on I-71 north and south of US 68 in Clinton County.

Rest Areas

Another important category of highway support facilities is rest areas suitable for commercial vehicles. An adequate system of rest areas is critical to highway safety. Due to the safety concerns identified by USDOT and other agencies, regulations and rules regarding driver hours of operation have been recently strengthened. The new regulations underscore the importance of having enough high-capacity truck rest areas for long-haul freight carriers. Figure 3.1 shows the locations of the two safety rest areas maintained by ODOT in the Miami Valley that can accommodate commercial vehicles. Both rest areas are located near Piqua in Miami County on I-75 northbound and southbound directions. In addition, there are two rest areas located off of I-70 on either side of the Region in Clark and Preble counties.

3.3 — RAIL

Two U.S. Class I rail companies (CSX Transportation and Norfolk Southern) operate in the Miami Valley area. CSXT owns and operates a north-south line within the study area between Warren County and Shelby County as shown in Figure 3.1. Norfolk Southern owns and operates a northeast-southwest line within the study area between Warren County and Clark County.

Over the years, many Class I railroads have merged to stave off bankruptcy or simply to increase profits. In 1998, Conrail's main operations were divided between CSXT Transportation and Norfolk Southern; Conrail continues as a CSX-NS joint venture for switching purposes.

There are no Regional railroads operating in the Region, but one local, private, linehaul railroad (the Germantown Rail Siding Company) connects Germantown to the CSXT line in Carlisle.

3.3.1 Railyards In The Region[*]

The Miami Valley has three railyards in the Region as shown in Figure 3.1. Norfolk Southern has two yards and CSXT has one yard in the Miami Valley Area. These yards fall into two functional categories: classification yards and industrial support yards. Classification yards are for the purpose of sorting rail cars according to their destination and placement on the train. Industrial support yards hold freight cars used by local industries.

Norfolk Southern: One of Norfolk Southern's railyards is located in an area bounded by East First Street, East Monument Avenue, Keowee Street, and Findlay Street. This railyard is no longer an active classification yard, and is used as a storage facility. A portion of the yard is leased to the Laidlaw Company for storage.

The other Norfolk Southern railyard is located in an area bounded by Dorothy Lane, I-75, Dryden Road, and Springboro Pike. This railyard is an industrial support yard, serving approximately 16 businesses, including General Motors. Part of the yard also serves as a classification yard, having 14 classification tracks and a 500-car capacity (this only represents switching capacity).

[*] Miami Valley Freight Movement Study, 1999

CSXT Corporation: The only yard that CSXT operates in the Miami Valley Area is located between Wagner Ford Road and Webster Street south of Needmore Road. This yard is also categorized as both an industrial support and classification yard. A list of the businesses served by the yard is unavailable. This yard has a capacity of 1,000 cars.

In addition to railyards, CSXT offers other services that contribute to the efficient flow of freight through the Region. One of these services is called TransFlo, which is broken down into the following elements:

- Freight storage is a major part of freight transportation, and CSXT has created the Warehouse Group to address the storage issue. The Warehouse Group is an integrated network of public distribution centers and common carrier delivery operations. Two facilities in Dayton, Ohio are a part of the CSXT Warehouse Group—Peerless Transportation (located on Miami Chapel Road) and The Terminal Cold Storage Company, Inc. (located on Eaker Street).
- The other service is called Hi-Rail facilities, which are mainly used to lift heavy items onto railcars. CSXT's Hi-Rail features a network of over 20 terminals across CSXT's 18,000 mile system. Each facility must maintain stringent requirements for quality and customer satisfaction set by CSXT. The Hi-Rail facilities are capable of handling most metal products, including coils, pipes, rod, slabs, sheet, beams, structurals, bar, and plate. Dayton's Hi-Rail facility is located at Ferrolux Metals on McCall Street.

3.3.2 Railroad Crossings

The Public Utilities Commission of Ohio (PUCO) maintains a database of all at-grade crossings in the State of Ohio. For the Miami Valley Area, the database list 161 at-grade rail crossings, as shown in Figure 3.5.

In the Miami Valley Area there are six geographic areas where a cluster of railroad crossings can be found: Troy, Tipp City, Dayton, Miamisburg, Germantown and Carlisle. Where a cluster of railroad crossing exists, the potential for accidents is increased. The problem is exacerbated in areas like Miamisburg and West Carrollton where the speed limit on the tracks is higher than in other areas. A potential problem for moving freight by truck over grade crossings is illustrated by several crossings in Tipp City where the grade of the road is steep.

According to data maintained by the Federal Railroad Administration (FRA), 10 of the Region's crossings had a total of 16 accidents between 1999 and 2002. While the details of the accidents are unknown, all crossings where accidents occurred are at present adequately signed/protected by crossbucks, lights, and gates.

3.4 — PIPELINES

Pipelines within the Miami Valley are used to transport natural gas, and petroleum products such as gasoline, kerosene, diesel fuel or jet fuel to terminals within the Region. Some pipelines that pass through the Region transport crude oil to refineries in Lima and Toledo. Although the Miami Valley is not a producer of gas and oil, its reliance upon them is enormous. This Region depends on an extensive underground pipeline network to supply its fuel. The establishment of this pipeline network has linked this Region to the entire Nation and provided it with easy access to oil and gas for its energy needs. Pipelines are not discussed in detail in the report due to security concerns that preclude identification of certain facilities (Figure 3.6).

At least nine companies operate major pipelines within the Miami Valley Region: Allegheny

FIGURE 3.5 — RAILROAD CROSSINGS AND WARNING DEVICES (11X17)

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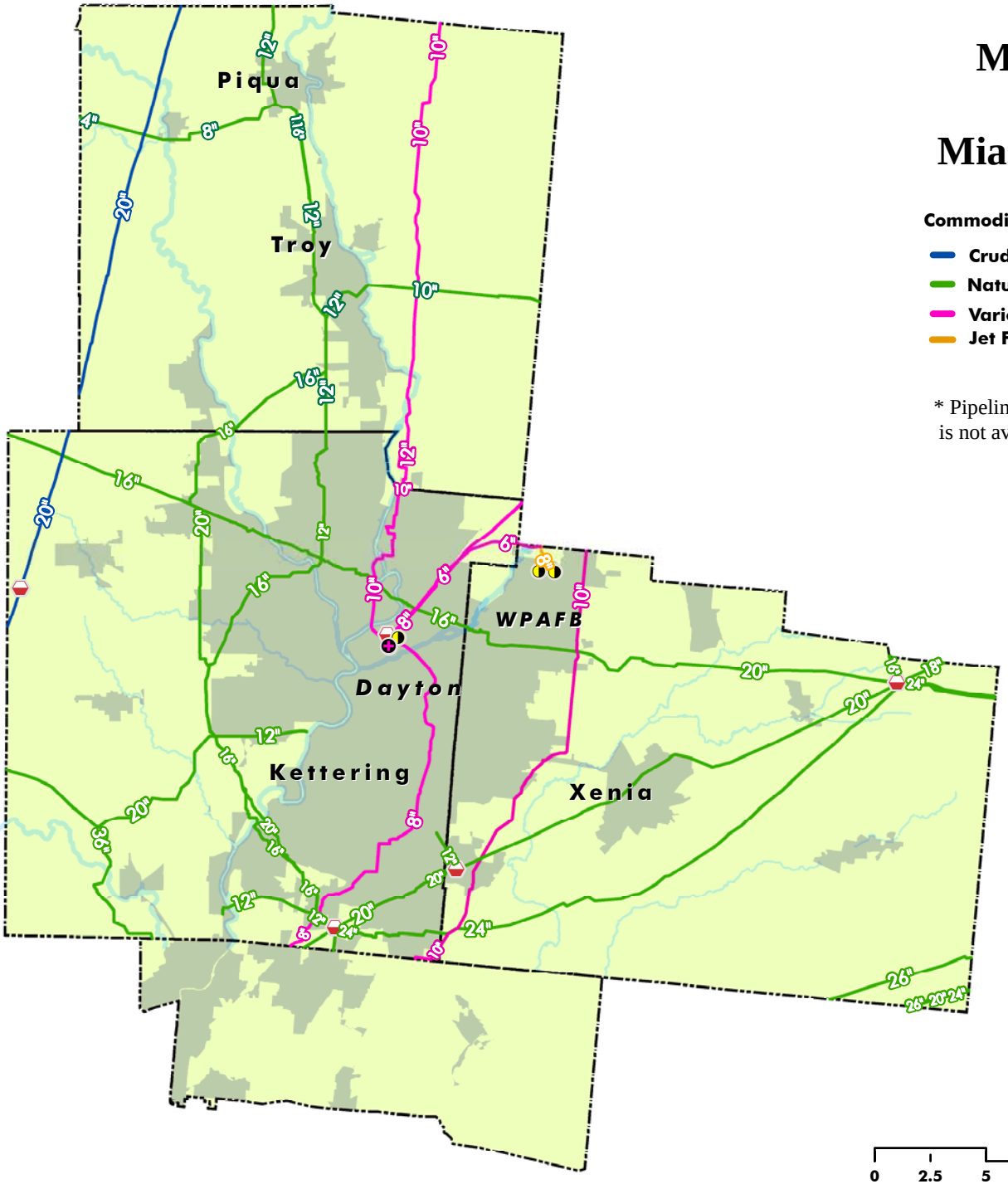
Figure 3.6

Major Pipelines in the Miami Valley Region



* Pipeline Data for cities in Warren County is not available

Source: Miami Valley Freight Movement Study, MVRPC, 1999

Pipeline Company, British Petroleum Company, Columbia Gas Transmission Company, Consolidated Natural Gas Transmission Corporation, Dayton Power and Light, Marathon Ashland Petroleum LLC, Mid-Valley Pipeline Company, Texas Eastern Products Pipeline Company and Texas Eastern Transmission Corporation.

3.4.1 Pipeline Terminals

The four pipeline terminals[*] within the Region are located in a cluster approximately two miles north of downtown Dayton. This cluster of facilities forms an intermodal terminal for the Region's supply of gasoline, kerosene, diesel fuel and jet fuel. From this cluster of terminals, most of the fuel for local airports and service stations is distributed. The four terminals are as follows:

- British Petroleum — 621 Brandt Pike, Dayton, Ohio 45404 with an average daily distribution of 60,000 barrels.
- Citgo Petroleum Corporation — 621 Brandt Pike, Dayton, Ohio 45404 with an average daily distribution of 5,500 barrels.
- Equilon — 801 Brandt Pike, Dayton, Ohio 45404 (formerly Shell Oil Co.) with an average daily distribution of 15,000 barrels.

This Equilon facility services the entire southwest part of Ohio, including the Cincinnati market. According to Equilon officials, only about 30-40% of all deliveries are made to the three-county area. Jet fuel delivery is also provided to the Dayton International Airport.

- Sunoco — 1708 Farr Drive, Dayton, Ohio 45404

3.4.2 Major Pipelines

Table 3.1 briefly describes the major pipelines within the Miami Valley Region. They are organized by pipeline owner.

TABLE 3.1 — MAJOR PIPELINES IN THE MIAMI VALLEY

Owner	Diameter	Location	Origin	Terminus	Commodity	Flow
Allegheny Pipeline Company, Greene County	8"	Southeastern corner of Greene County, south of I-71	Lebanon, OH	New Jersey	NA	NA
Brtish Petroleum Oil Products	12"	Eastern Miami County to northeartern Montgomery County	Lima, OH	BP Terminal, Dayton, OH	Various Refined Fuel Products	Approx. 60,000 Barrels/Day
	6"	Northeastern Montgomery County	Lima, OH	BP Terminal, Dayton, OH	NA	Abandoned
	8"	Northeastern Montgomery County	Lima, OH	BP Terminal, Dayton, OH	Various Refined Fuel Products (especially fuel oils)	Approx. 21,600 Barrels/Day

[*] Miami Valley Freight Movement Study, 1999

Owner	Diameter	Location	Origin	Terminus	Commodity	Flow
	8"	Northwestern corner of Greene County	Offshoot line from 8" pipeline above	WPAFB	Jet Fuel	Approx. 21,600 Barrels/Day
	8"	Eastern Montgomery County (east of Huber Heights) extending south from Dayton, OH	BP Terminal, Dayton, OH	Middletown, OH	Various Refined Fuel Products	Approx. 44,400 Barrels / Day
Columbia Gas Transmission Company	16" (2 lines)	Northeastern corner of Greene County	Cedarville, OH	Springfield, OH	Natural Gas	NA
	18"	Northeastern corner of Greene County	Fairfield & Hocking Counties, OH	Cedarville, OH	Natural Gas	NA
	16" (2 lines)	Northeastern corner of Greene County	Cedarville, OH	Springfield, OH	Natural Gas	NA
	24"	Northeastern Greene County extending into southeastern Montgomery County	Cedarville, OH	Southern Montgomery County;	Natural Gas	NA
Consolidated Natural Gas Transmission Corp.	26"	Southeastern corner of Greene County	NA	NA	Natural Gas	NA
Dayton Power and Light	4", 8", 10", 12", 16", and 20"	Several Locations within the Region	Centerville, Hollansburg	Cedarville, Hardin, N. Hampton, Tipp City, & Dayton	Natural Gas	Varies
Marathon Ashland Petroleum	6"	Northeastern Montgomery County; northwestern corner of Greene County	Dayton, OH	Columbus, OH	Various Fuel Products	NA
Mid-Valley Pipeline Company	20"	Northwestern corner of Montgomery County; western edge of Miami County	Longview, Texas	Lima, OH	Crude Oil	Approx. 150,000 to 250,000 Barrels/ Day
Texas Eastern Products Pipeline (subsidiary of Duke-Energy)	10"	Southeastern corner of Montgomery County to western half of Greene County	Lebanon, OH	Lima, OH	Various Fuel Products	Approx. 48,000 Barrels/Day
Texas Eastern Transmission (subsidiary of Duke-Energy)	20"	Southeastern corner of Greene County, south of I-71	Lebanon, OH	Five Points, OH	Natural Gas	Approx. 787 lbs. of pressure
	24"	Southeastern corner of Greene County, south of I-71	Lebanon, OH	Five Points, OH	Purged and Out of Service	NA
	26"	Southeastern corner of Greene County, south of I-71	Lebanon, OH	Five Points, OH	Various Fuel Products	Approx. 800 lbs. of pressure
	36"	Southeastern corner of Montgomery County	Gas City, Indiana	Lebanon, OH	Natural Gas	Approx. 500 to 600 lbs. of pressure

Source: Miami Valley Freight Movement Study, 1999, MVRPC

3.5 — AIR FREIGHT

The Miami Valley has a long aviation history since the ideas of two young bicycle shop owners became a reality with the first flight of the Wright-B Flyer in 1903. This tradition is continued today at Wright-Patterson Air Force Base, one of the premier aviation research and development centers in the world and also at the Dayton International Airport, the United States' top 90-minute air market. In addition to the Dayton International Airport, the Dayton Urbanized Area is served by four general aviation airports eligible for funding by the ODOT (see Figure 3.1). The Dayton International Airport is the focal point of the Region's air transportation network, including freight. The other airports in the Region are mainly general aviation airports that serve small private planes for personal and agricultural uses.

3.5.1 Dayton International Airport

The James M. Cox Dayton International Airport (airport code DAY) serves as a primary commercial service airport for the MVRPC Region. Dayton Airport is located approximately 11 miles north of downtown Dayton in northern Montgomery County on a 3,870 acres tract of land. Dayton Airport is less than five minutes from the I-70/I-75 interchange. The Airport has three runways: 10,900 foot primary, 7,000 foot parallel, with operations on a parallel runway when necessary, and an 8,500 foot crosswind runway. The dual runway system allows simultaneous operations on parallel runways, with landings and departures on the crosswind runway. There are more than 85 passenger flights a day, with nonstop service to 17 major domestic markets carrying 2 million passengers annually.

Air Cargo Facilities

Owned and operated by the city of Dayton since 1936, the Dayton Airport was the North American hub for Emery Worldwide till 2001 and one of the ten busiest cargo airports in the country. Emery was operated by Menlo from 2001 to 2005, when the facility was acquired by UPS as part of the company's purchase of Menlo's air freight division.

The cargo facilities at the Airport include[*]:

- Warehouse 18,600 m² (200,208sq ft),
- 78 x 747 Freighter Docks,
- Bonded Warehouse,
- Free Port/Foreign Trade Zone,
- Aircraft Maintenance,
- Mechanical Handling,
- Heated Storage,
- Air-Conditioned Storage,
- Deep Freeze Storage,
- Livestock Handling,
- Health Officials,

[*] Dayton International Airport

- X-Ray Equipment,
- Security for Valuables,
- Fumigation Equipment,
- Dangerous Goods,
- Radioactive Goods,
- Very Large/Heavy Cargo,
- Express/Courier Centre

UPS Cargo Hub

The UPS air cargo area is located on the northwest side of the airfield with access from Old Springfield Road. The UPS complex consists of an over 5 million square-foot ramp, a 1 million square foot sort facility, a four million gallon fuel farm, employee parking, offices, and maintenance support buildings. In 2005, UPS operated about 33 flights daily from the cargo hub in addition to delivery and transportation through approximately 80 trucks per day.

In early 2005, United Parcel Service (UPS) acquired Menlo Logistics and announced plans to relocate its heavyweight operations. The City of Dayton, the Greater Dayton Area Chamber of Commerce and UPS are developing strategies that will continue to utilize the air freight hub at the Dayton International Airport. According to airport authorities, the strategic assets at the airport, the interstate highway system and cargo demographics assure that there will be a large air freight presence at the Dayton International Airport well into the future.

United Parcel Service Inc. is slated to close its heavy freight hub and cut 1,400 employees by summer of 2006. When the UPS hub closes, the city will lose about $1 million a year in income tax, and the airport will lose $5.5 million in revenue from landing fees and other expenses, according to the airport engineer's office. The City, working with other regional development groups, hired Arlington, Virginia-based MergeGlobal Inc. in August, 2005 to seek a viable reuse for the hub.

Dayton International Airport Expansion Plan[*]

Dayton International Airport is the subject of a complex expansion plan which would see the expansion of several of its runways, the construction of a new Air Traffic Control Tower and TRACON facility, a cargo hub expansion, the construction of an air cargo access road, the rerouting of a highway, and the acquisition of areas of land around the airport.

The proposed expansion will enhance airfield and ground transportation capacity and meet the forecast projection for passenger and cargo operations. According to the long-range forecasts of traffic at the Dayton International Airport, passenger demand is expected to increase from 1.1 million enplanements in 1998 to 1.5 million enplanements in 2018, resulting in a 1.9% average annual compound growth rate. The number of aircraft operations that will transport passengers, cargo and private individuals is expected to grow over the 20-year forecast period.

The City of Dayton recently submitted to the Federal Aviation Administration a revised Airport Layout Plan for Dayton International Airport. It depicted three runway extensions. The south

[*] 2030 Long Range Transportation Plan, May 2004, MVRPC

parallel runway had been proposed to be 11,000 feet in length. It is now proposed to be 9,500 feet in length. The north-south runway extension remains as it was recommended in 1999. The third parallel runway, which was envisioned to be beyond the 20-year planning timeframe, has been removed from the plan. A possible extension to the primary runway is included. The airport expansion plans are currently under a Federal Aviation Administration (FAA) review. The plan has been split into three separate phases to run consecutively during the twenty-year timescale of the project.

3.5.2 Greene County Lewis A. Jackson Airport

The Greene County Lewis A. Jackson Regional Airport is situated 8 miles east of Dayton in Beavercreek Township. The Greene County Regional Airport Authority owns the airport and is comprised of seven members of the community. Though currently operating as a general aviation airport, the airport authorities are planning to introduce specialized freight handling at the airport (primarily medical and pharmaceutical cargo) in the near future, contingent upon availability of funds. Airport authorities believe there is demand for such cargo handling, with several medical and pharmaceutical facilities located near the Airport.

The 3,975 foot paved runway at the Airport was recently extended to 4,500 feet with FAA and local funding. Currently the FAA estimates there are 20,000 aircraft movements annually. There are 61 corporate and private aircraft based at the field. Space is available for parking up to 60 transient aircraft during fly-ins, in addition to the 68 based aircraft on the field.

3.5.3 Other Air Cargo Carriers

Other major air cargo carriers at the Dayton International Airport include Federal Express and USPS with facilities located north of Terminal Drive in the terminal area. This cargo area consists of five cargo buildings. The United States Postal Service (USPS) building is located west of the public auto parking lot and has approximately 42,500 square feet. It is used by USPS and several other air carriers. Federal Express (FedEx) is located in two buildings east of the USPS building. FedEx operates two Boeing 727-227s daily with service to the airport and maintains 40,000 square feet of space. The other two buildings in the cargo complex are multi-tenant cargo buildings. Mail and other small packages are shipped via passenger service planes. Northwest, Delta, Continental and United Airlines provide small package delivery service to and from the Dayton International Airport. Air cargo, other than UPS, was projected to increase at an annual rate of 5% from 1998 – 2018 (from 11,888 tons to 37,500 tons), based on the October 1998/Boeing 1998/1999 World Air Cargo Forecast.

3.5.4 Other Cargo Airports

There are various other airports within close proximity of Dayton that have an impact on the surrounding space. Wright-Patterson Air Force Base is located 6 miles southeast of the Dayton Airport. Other cargo airports in the surrounding area include Indianapolis, 111 miles west; Toledo, 142 miles north; Wilmington, 34 miles southeast; Rickenbacker and Port Columbus, 76 miles east, Cincinnati, 63 miles south; and Louisville, 156 miles southwest. Indianapolis is a hub for FedEx and the United States Postal Service (USPS) and an airline maintenance base for United Airlines. Toledo is a hub for BAX Global (formerly Burlington Air Express). Wilmington is a hub for DHL. Rickenbacker is the cargo airport for Columbus and a hub for FedEx. Cincinnati is a hub for Delta and Comair, and Louisville is a hub for UPS. Dayton Wright-Brothers Airport, located approximately 19 miles south of Dayton Airport is one of Dayton's general aviation reliever airports.

3.6 — INTERMODAL CONNECTIONS

Within the Miami Valley Area there are various intermodal facilities, where one mode of transportation connects with another.

3.6.1 Pipeline-Truck

The most prevalent intermodal connection in the Region is the pipeline-to-truck transfer used to deliver gasoline, kerosene, diesel fuel and aviation fuel to the Miami Valley. Four terminals are found in northeast Dayton between Troy Street and Brandt Pike north of Stanley Avenue. These terminals receive petroleum products from both the north and south via pipeline, and transfer the products to trucks for delivery to dispensing facilities and airports throughout a wide area of west-central and southwest Ohio. Each of the four terminals generated between 140-200 truck trips daily in 1998[*], most utilizing Stanley Avenue, Troy Street and Brandt Pike. Stanley Avenue and the connecting portions of Troy Street and Brandt Pike have been designated recommended intermodal connectors on the National Highway System.

3.6.2 Air-Truck

Another significant intermodal connection within the Miami Valley Region involves the air-truck connections associated with the UPS facility at the Dayton International Airport. Approximately 50 to 60 trucks ferry cargo to and from the UPS facility during night hours while another 20 trucks access the facility during the day. US Route 40, Dog Leg Road, and Old Springfield Road have been designated intermodal connectors on the National Highway System. Due to the departure of UPS from the Airport facility in Summer of 2006, a decision on the re-use of the facility is awaited before it can be determined if direct truck access from I-75 and I-70 is needed at the Airport in the future.

3.6.3 Rail – Truck

There are no rail-truck intermodal facilities within Greene, Miami, and Montgomery Counties. In Cincinnati, about 50 miles to the south of Dayton via I-75, both CSXT and Norfolk Southern have intermodal facilities. Both CSX and Norfolk Southern also have an intermodal terminal in Columbus, about 70 miles to the east via I-70. Some respondents to the Miami Valley Freight Workshop indicated local truck-rail intermodal facilities are needed. They indicated that currently access to intermodal facilities is only gained via Cincinnati, Columbus or Chicago.

3.6.4 Water-Truck

Although there are no direct water transportation connections within the MPO Region, water-truck connections are possible approximately 50 miles to the south. The Cincinnati area possesses such connections via the Ohio River.

3.6.5 Pipeline-Air

The only pipeline-air connection currently existing within the three-county study area is a fuel pipeline serving Wright-Patterson Air Force Base. This pipeline serves a fuel storage area.

[*] Miami Valley Freight Movement Study, 1999, MVRPC

3.6.6 Other Intermodal Connections

There are no direct air-rail or pipeline-rail or water-rail intermodal connections in the Miami Valley area.

However, funding is currently being sought to determine the feasibility of establishing rail service from the CSXT mainline to Dayton International Airport as part of a SAFETEA-LU earmark project — Dayton Airport Intermodal Rail Feasibility Study. The Feasibility Study will evaluate alternative routes, design and construction costs necessary to provide rail access from the CSX mainline to assist existing and future tenants of the Dayton International Airport. The Study is important for its potential to add rail freight access to the Dayton International Airport, which will assist the full utilization of the Airport and enhance the economic development competitiveness of the Region. The intermodal connection will also enhance the economic environment of Ohio and the Nation.