September 17, 2026

Dear Commissioners:

Enclosed please find relevant information for the **Thursday, September 24, 2026** Commission Meeting. Minutes of the July 23, 2026 Commission Meeting are included for your review.

The meeting will be held at the **Ohio Department of Transportation,** 1980 West Broad Street, Conference Room 2D, Columbus.

The Administrative and Policy Committees will not meet in September. The ORDC Commission meeting will begin promptly at 11:00 a.m.

If you haven't already done so, please contact Wende to confirm your attendance. You may reach her at (614) 728-9497 or by e-mail at wende.jourdan@dot.ohio.gov.

We look forward to seeing you all next week!

Sincerely,

Pamela Boratyn
Chair

enclosures

1980 West Broad Street
Mail Stop #3140
Columbus, OH 43223 U.S.A.

614 | 644 0306
rail.ohio.gov

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COMMISSION MEETING AGENDA

Thursday, September 24, 2026 - 11:00 a.m.

**** Ohio Department of Transportation ****
1980 West Broad Street, Conference Room 2D
Columbus, OH 43223
Information can also be found on the website:
www.rail.ohio.gov

CALL TO ORDER

- Welcome
- Roll Call
- Approval of Minutes of July 23, 2026 Meeting

EXECUTIVE DIRECTOR'S REPORT – Matthew Dietrich

FINANCE REPORT - Megan McClory

PROJECTS FOR APPROVAL

- Resolution 26-23: Ashland Railway – Rail Rehabilitation
- Resolution 26-24: Independence Rail Works, Ltd. – Rehabilitation

COMMITTEE REPORTS
The Administrative and Policy Committees will not meet in September

PRESENTATION BY DENNISON RAILROAD DEPOT MUSEUM – Wendy Zucal, Executive Director

OLD BUSINESS

EXECUTIVE SESSION - Pursuant to O.R.C. 121.22(G)(1), conference to consider the appointment of a new Executive Director in light of the retirement of Matthew Dietrich

NEW BUSINESS

PUBLIC COMMENT

ADJOURN

MINUTES FROM THE OHIO RAIL DEVELOPMENT COMMISSION
REGULAR BI-MONTHLY MEETING
JULY 23, 2026

CALL TO ORDER
Ohio Department of Transportation Director Pamela Boratyn, Chair, called the meeting of the Ohio Rail Development Commission to order at 11:04 a.m. on Thursday, July 23, 2026. The meeting was held at the Ohio Department of Public Safety, 1970 West Broad Street, Conference Room 1110, Columbus.

Chair Boratyn introduced Kara Smith from the Ohio Department of Transportation's Local Technical Assistance Programs who was present to help administer the GoToWebinar meeting for those attending virtually. Ms. Smith provided the individuals attending online with an overview regarding the meeting's broadcast.

MEMBERS PRESENT
Roll call was taken. Members present were: Chair Boratyn, Commissioners Allen Biehl, Brendan Keener, Scott Corbitt, Rusty Orben, Eric Richter, Fred Lampe, Mike Barhorst and Senator Willis Blackshear.

Commissioners Laura Doerger-Roberts, Luke Stedke, Senator Tom Patton and Representatives Jim Hoops and Michele Grim were unable to attend. There were eight voting members present; therefore, a quorum was obtained.

APPROVAL OF THE MINUTES OF THE MAY MEETING
Chair Boratyn asked for a motion to approve the May 14, 2026 Meeting Minutes. Commissioner Biehl moved to approve the Minutes and Commissioner Corbitt seconded the motion. Roll call was taken. The motion was approved with seven votes in the affirmative, one abstention.

APPRECIATION OF FORMER COMMISSIONER SOLOMON JACKSON
Executive Director Dietrich presented a certificate of Recognition of Service, signed by Governor Mike DeWine and Lt. Governor Jim Tressel, to former Commissioner Solomon Jackson, and thanked him for his many years of dedicated service to the Commission. Chair Boratyn also expressed her gratitude for the years of service Mr. Jackson provided and offered the floor to any other Commissioner who wished to express their sentiments. Both Commissioners Keener and Corbitt acknowledged Mr. Jackson's invaluable contributions to the Commission over the years and wished him well in future endeavors.

EXECUTIVE DIRECTOR'S REPORT
Executive Director Dietrich presented his report to the Commissioners which can be found on page 10 of the meeting packet. Executive Director Dietrich noted the additional handouts available are part of both the Executive Director and Finance Reports. He stated the updated Crossing Safety Program table now includes the additional contingency funding amounts that were previously approved by the Commission for grade crossing elimination projects. Although not part of those initial grant application requests, the contingency funds were added to those projects to ensure they are able to be delivered due to Governor DeWine's Ohio Grade Crossing Elimination Program and its associated funding, sunsetting, as well as the length of time these types of projects will take to be completed.

Executive Director Dietrich spoke about the outstanding federal grants that are still pending, noting that staff is waiting for decisions on several grant applications currently before the Federal Railroad Administration (FRA) for consideration. These applications total $286 million in federal funding requests with financial commitments of approximately $32 million from the Rail Commission.

Nearly $3.4 million in Flexible Freight Funding provided by the Ohio Department of Transportation is currently available to help supplement projects due to budget cuts received by ORDC this fiscal year. Executive Director Dietrich noted that due to this being federal funds, the projects will have to fall within the funding parameters for federal projects. Staff is doing everything possible with the current resources available to help mitigate the budget cuts. Executive Director Dietrich took the opportunity to thank the Commission staff for the work that has been and will need to be done on the federal grants.

Chair Boratyn asked if the Commissioners had any questions regarding the Executive Director's Report. Commissioner Orben inquired about the timeline for federal grant award announcements from FRA. Executive Director Dietrich stated that nothing has been officially announced but suggested that announcements could occur in the Fall.

Commissioner Keener offered his congratulations to both Executive Director Dietrich and Secretary-Treasurer McClory, stating that $286 million in federal funding requests versus a relatively modest funding level of $32 million in state funds being leveraged into several tangible investment projects is good for Ohio.

FINANCE REPORT

Secretary-Treasurer Megan McClory presented the Finance Report which can be found on page 13 of the meeting packet. She reported staff has successfully utilized all of the development grant funding as well as nearly all of the Safety funding available as the past fiscal year came to a close. Secretary-Treasurer McClory took the opportunity to recognize Tim Brown, ORDC's Safety Program Manager, for his efforts in maximizing the utilization of available funds for grade crossing safety projects.

Secretary-Treasurer McClory reported several federal grant award projects have completed construction and stated there are a few that are either just getting underway or are close to having funding obligated for their projects and therefore should begin soon. She pointed out that for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program projects, every $1 in state funding leveraged more than $13 in federal funds plus $7 in railroad funding for projects. With the Grade Crossing Elimination/Crossing Safety Program funding for the five projects awarded, every $1 in state funding for these projects leveraged $3 in federal investment for Ohio.

Two changes recently occurred to the loan portfolio: Fulton Railroad Company was fully repaid as of June 1, 2026, and Cuyahoga Valley Scenic Railroad closed July 1 on its new loan.

Secretary-Treasurer McClory reported staff resubmitted the revised Step 1 documents to the FRA for both the Cleveland-Columbus-Dayton-Cincinnati (3C&D) and Cleveland-Toledo-Detroit corridors. If accepted, Step 1 of the Corridor ID Program will be closed out for both corridors.

Chair Boratyn asked if there were any questions regarding the Secretary Treasurer's Report. There were no questions.

PROJECTS FOR APPROVAL

RESOLUTION 26-19: Tower Automotive Operations – Rail Expansion

ORDC staff member Gerika Tocker presented Resolution 26-19 to the Commission. The project can be found on page 27 of the meeting packet. Ms. Tocker stated this project will take place in Bellevue and she invited the representative from Tower Automotive to come forward to present the project.

Mr. Harmish Shah, VP of Finance, Autokiniton, gave an overview of Autokiniton, parent of Tower Automotive, and spoke about their project in Bellevue being a nearly $320 million investment as a result of a new product line for the company. Mr. Shah stated Tower Automotive will expand its current facility by approximately 215,000 s.f., add 97 positions and retain the existing 440 positions at the facility. Tower Automotive will also expand its rail infrastructure at the Bellevue facility in order to accommodate railcar capacity of 20 carloads per day. The company is seeking a grant in the amount of $160,000.

Chair Boratyn asked for a motion to approve Resolution 26-19. Commissioner Keener moved to approve the Resolution and Commissioner Barhorst seconded the motion. Roll call was taken with eight votes in the affirmative. The motion is approved.

RESOLUTION 26-20: Akron Barberton Cluster Railway – Bridge Span Replacement

ORDC staff member Gerika Tocker presented Resolution 26-20 found on page 32 of the meeting packet. She introduced Nick Strub, Director of Engineering Services, Wheeling & Lake Erie Railway (parent of the Akron Barberton Cluster Railway), who was present to discuss the project.

Mr. Strub gave a brief PowerPoint presentation and reported this project is to replace an existing bridge span on the Kent-Ravenna Line as a result of deteriorating steel, cracked and spalling concrete, and worn ties. The bridge is located near a community walking path in Kent. The bridge replacement project is currently estimated at $1.4 million. The Akron Barberton Cluster Railway is seeking $700,000 in grant assistance for the project.

Commissioner Barhorst inquired about the length of the bridge. Mr. Strub responded the bridge is 140 feet.

Chair Boratyn asked for a motion to approve Resolution 26-20. Commissioner Richter moved to approve the Resolution and Commissioner Biehl seconded the motion. Roll call was taken with eight votes in the affirmative. The motion is approved.

RESOLUTION 26-21: Wheeling & Lake Erie Railway – Bridge Reconstruction

ORDC staff member Gerika Tocker presented Resolution 26-21 found on page 37 of the meeting packet. She stated this project is for another Wheeling & Lake Erie Railway bridge project and invited Nick Strub, Director of Engineering Services for Wheeling & Lake Erie, to present the project.

Mr. Strub announced this is for another rail bridge span replacement for a bridge that was constructed in the early 1900s over Silver Street in Akron. He spoke about the existing conditions of the bridge, noting the deteriorating main steel span as well as cracked concrete and worn ties. Mr. Strub reported temporary repairs were initially made to the bridge, but those repairs are no longer sufficient and the bridge now needs to be completely replaced. He stated the plan is to replace the current single span bridge with a three span bridge and reported that the proposed design raises the bridge an additional two feet for enhanced roadway clearance but will not otherwise impact the existing roadway. The estimated project

cost for the replacement is $2.3 million. Wheeling & Lake Erie is requesting $500,000 in grant assistance to help fund the project.

Commissioner Keener inquired about the possible need to re-route rail traffic to service customers in the area. Mr. Strub responded the railroad will not need to re-route any rail traffic during construction and has plans for very limited periods of closure while the work is being completed.

Commissioner Barhorst inquired about the potential of the City of Akron not approving the final design plans. Mr. Strub responded the railroad has been in contact with the City over the past several months and it is his understanding that all plans are in the final approval process with Akron. Commissioner Barhorst then asked about the length of this bridge. Mr. Strub responded the bridge is approximately 160 feet.

Chair Boratyn asked for a motion to approve Resolution 26-21. Commissioner Lampe moved to approve the Resolution and Commissioner Barhorst seconded the motion. Roll call was taken with eight votes in the affirmative.

Prior to the Project Briefing for G&D Trucking/Hoffman Transportation being heard, Commissioner Orben recused himself from discussion at 11:37 a.m.

PROJECT BRIEFING

G&D Trucking/Hoffman Transportation – Rail Spur and Storage Track Construction

ORDC staff member Gerika Tocker presented the G&D Trucking/Hoffman Transportation project briefing found on page 42 of the meeting packet. Ms. Tocker introduced Joe Halsey, Vice President Supply Chain, Hoffman Transportation, who was present to discuss the project.

Mr. Halsey stated the company is a regional bulk hauler to be located in Columbus Grove. The company currently has several active locations in operation across the country but this project focuses on the Ohio market, which they believe is underserved. The company is planning a rail spur and storage track construction project, seeking a $100,000 grant in support of their $25-$30 million investment. G&D Trucking/Hoffman Transportation will construct a rail-served warehouse and transload facility in Columbus Grove that will create 50 new jobs and generate approximately 500 carloads per year after project completion.

Commissioner Corbitt inquired about the new positions to be filled. Mr. Halsey responded these jobs will include drivers, warehouse staff, as well as plant administrative personnel. There were no additional questions.

Commissioner Orben returned to the meeting at 11:47 a.m.

COMMITTEE REPORTS

The committees did not meet in July.

OLD BUSINESS

Resolution 26-22: Panhandle Rail Line Lease Amendment

Secretary-Treasurer Megan McClory presented Resolution 26-22 found on page 45 of the meeting packet. She offered detailed background on the original lease terms with Columbus & Ohio River Rail Road (CUOH) and stated this extension, if approved, will extend the lease out to June 30, 2062. CUOH currently makes monthly rent payments to the state totaling $1.4 million annually, as well as per-car variable rent payments. Their current lease expires June 30, 2037.

CUOH has requested the Commission extend the lease in order for them to be able to make significant long-term investments in the line and improve capacity. The current lease only allows for 5-year periods of extension, but this updated revision will grant the railroad an additional 25 years after the current expiration in 2037. For consideration of the lease extension, CUOH commits to the construction of 67,000 feet of rail capacity improvements that will be completed in two phases. These improvements are estimated at $25 million. The first phase will include 32,000 feet of additional capacity to be completed by 2032 while the remaining 35,000 of additional track capacity will be completed by 2037. The improvements will be memorialized as a condition of the lease. The new lease will grant the full 25-year extension, to June 30, 2062, once all of the improvements are finalized. A lease extension also enables CUOH's parent company to lease property that its affiliate, Ohio Central Railroad, owns in the City of Coshocton for Rails to Trails development. Secretary-Treasurer McClory stated this request has support from numerous stakeholders including many legislators, customers the railroad serves, as well as counties and communities and community organizations.

Chair Boratyn asked for a motion to approve Resolution 26-22. Commissioner Barhorst moved to approve the motion and Commissioner Orben seconded the motion. Roll call was taken with eight votes in the affirmative.

NEW BUSINESS

2025 Jobs & Carloads Report

ORDC staff member Alyssa Krutulis presented the 2025 Jobs & Carloads Report found on page 53 of the meeting packet. Ms. Krutulis reported all required reports were received this year and pointed out that NGL Supply/Sycamore Terminal had a carloads commitment of 25 for the reporting period but reported a total of 1074 carloads. She also highlighted Versa-Pak with a job commitment of 25 employees, but they reported 180 new jobs. Ms. Krutulis mentioned there are two projects that will require Commission action: Behr Process Corporation and Trucent Renewable Chemicals. Behr Process had a job commitment of 90 employees but reported 66 new jobs for 2025. Staff has been in communication with Behr who reported they are not able to meet the full jobs commitment. Ms. Krutulis stated that discussions have taken place with the other agencies involved in Behr's project and while the company did not meet the total job commitment numbers, they were able to exceed the total carloads commitment of 35. Ms. Krutulis reported that staff recommends the company be considered compliant.

The other company that required Commission action is Trucent Renewable Chemicals. Trucent had a jobs commitment of 21 positions and was able to add 19 positions. Trucent reported the company plans to hire an additional 4 employees in 2026, so staff recommends extending the monitoring period an additional two years to be sure the jobs commitment is met by Trucent.

Chair Boratyn asked for a motion to accept the staff recommendations for the 2025 Jobs & Carloads Report. Commissioner Biehl moved to approve the motion and Commissioner Orben seconded the motion. Roll call was taken with eight votes in the affirmative.

PUBLIC COMMENT

None.

ADJOURN

Chair Boratyn adjourned the meeting of the Ohio Rail Development Commission at 11:57 a.m.

September 2026 Executive Director's Report

I am happy to report that the Rail Commission received another grant from the Federal Railroad Administration (FRA). On August 14th, US DOT Secretary Duffy announced the recipients of the FY 2024-2026 Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor (National Railroad Partnership Program). Secretary Duffy made the announcement during a visit to the Cincinnati Union Terminal with FRA Administer David Fink, which was nice recognition for Ohio. Below is the project description from the FRA's announcement.

> *Ohio – Symmes Road, Fairfield, Ohio Grade Separation (Up to $40,000,000) Ohio Rail Development Commission (ORDC): The proposed project was selected for Final Design and Construction to close two at-grade rail crossings and create a new bridge over a section of the CSX Cincinnati Terminal Subdivision. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will create approximately 4.5 miles of track for passenger and freight trains traversing over the corridor. The ORDC will contribute a 20 percent non-Federal match, which may include funding from the City of Fairfield and CSX. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Cardinal route.*

Unfortunately, the Rail Commission was not awarded the Columbiana County/City of Salem/Lincoln Avenue Project under this program. However, this project was also submitted to the FRA for consideration under the Rail Crossing Elimination Program.

Overall, the following ORDC-sponsored applications are pending review by the FRA:

Rail Crossing Elimination (RCE) Program	FRA Request	Total Project Cost
Bear Swamp Road, Union County, Grade Separation	$ 23.5 M	$ 29.4 M
Hilliard Rome Road Grade Separation	$ 33.6 M	$ 42.1 M
Lincoln Ave, Columbiana County Grade Separation	$ 20.9 M	$ 27.0 M
Scioto County Grade Separation	$ 47.0 M	$ 58.7 M
	$125.0 M	$157.2 M
Consolidated Railroad Infrastructure and Safety Improvements (CRISI) Program		
CCET Main Line Renewal for 286K Freight Service	$ 7.8 M	$10.4 M
Indiana Northeastern Infrastructure Improvements	$ 5.6 M	$ 8.0 M
WESTCO / IORY Double Stack Clearance	$23.2 M	$46.5 M
	$36.6 M	$64.9 M

Staff is hopeful that the US DOT and FRA will be making their project selections for these programs before the end of the calendar year.

As with many Ohioans, state-owned property has been impacted by weather events this summer. The Jackson and Glass Rock Lines were impacted by heavy rains. Tammy May, ORDC's Property Manager, has been in contact with each lessee to receive assessments of the damage as well as the plans for clean-up. To date, there has been no significant disruptions to freight service due to the storms. Unfortunately, the Z&W did have to cancel some of their planned excursion rides.

September 21-27 is See Tracks? Think Train Week (formerly known as Rail Safety Week). This year is the 10th anniversary of the Operation Lifesaver event. The Rail Commission uses our partnership with Ohio Operation Lifesaver to help educate Ohioans on the dangers of railroad crossings. Just recently, Rail Commission staff assisted Ohio Operation Lifesaver with their Ohio State Fair booth. Alan Stouder, Executive Director of Ohio Operation Lifesaver, reported that OL interacted with over 10,000 people at the Fair. My thanks to Alan, OL volunteers and Rail Commission staff that work to educate people about the potential dangers around railroad tracks.

Staff continues to be very busy administering federal discretionary grants. Attached is the status of our active, awarded federal grants.

STATUS UPDATE OF AWARDED FEDERAL GRANTS

Program & Year	Project Name and Status Notes	CON Lead	Obligated	NEPA	PE	FD	CON
CRISI 2018	**Improving Transportation in Support of the American Steel Industry** Current Status: Closeout documents submitted. Awaiting FRA.	R	●	●	●	●	●
CRISI 2019	**Revitalizing Rail to Retain Jobs in Rural Ohio** Current Status: Closeout documents submitted. Awaiting FRA.	R	●	●	●	●	●
CRISI 2021	**Wheeling & Lake Erie Spencer Connection Project** Current Status: Construction completion expected at end of October 2026.	R	●	●	●	●	◒
CRISI 2022	**Napoleon, Defiance & Western Critical Safety Upgrade - Phase 2** Current Status: Construction bidding in process.	R	●	●	●	●	◒
CRISI 2022	**North Central Appalachia Rail Enhancement and Rail Corridor Preservation Project** Current Status: Final Design in development.	R	●	●	●	◒ →	○
CRISI 23-24	**Napoleon, Defiance & Western Critical Safety Upgrade - Phase 3** Current Status: Construction bidding in process.	R	●	●	●	●	◒
CRISI 23-24	**Panhandle Upgrade and Capacity Project in Central Ohio** Current Status: Final Design in development.	R	●	●	●	◒	○
CRISI 23-24	**The Rural Ohio-Appalachian Rail Rehabilitation Project** Current Status: Grant Agreement awaiting FRA signature.	R	◒	●	●	●	◒
CRISI 23-24	**Cincinnati Rail Congestion Mitigation Plan** Current Status: Final Project List in development.	P	●	—	—	—	◒
RCE 2022	**Unlocking the Iron Triangle: Grade Separation of S Town Street, Fostoria, Ohio** Current Status: PE/NEPA development. Obligation to follow.	O	◒	◒	◒ →	○	○
RCE 23-24	**East Orange Road Underpass, Delaware County, Ohio** Current Status: Final Design in development.	L	◒	●	● →	◒	○
RCE 23-24	**Hines Hill Road, Hudson, Ohio Grade Separation** Current Status: PE/NEPA in development.	L	●	◒	◒ →	○	○
RCE 23-24	**Race Road, North Ridgeville, Ohio Railroad Grade Separation** Current Status: PE/NEPA in development.	O	●	◒	◒ →	○	○
RCE 23-24	**S Court Street, Circleville, Ohio Railroad Grade Separation** Current Status: PE/NEPA in development.	O	●	◒	◒ →	○	○
FSP 24-26	**Symmes Road, Fairfield, Ohio Grade Separation Project** Current Status: Award announced. FRA to schedule onboarding call.	L	○ →	○	○	○	○

Construction Lead: **R** *= Railroad,* **O** *= ODOT District,* **L** *= Local Community,* **P** *= Planning Grant*
Progress: ● *Complete,* ◒ *In Progress,* ○ *Not Started*

Ohio Rail Development Commission

September 2026 Secretary-Treasurer's Report

Fiscal Reports

Staff have prepared monthly statements reflecting current outstanding loans, revenue collection, and program balances. The loan in repayment is in good standing as of September 1, 2026.

Draft 2027 Meeting Schedule

Draft meeting dates for 2027 are included with this report. Please let staff know if you are aware of any conflicts.

2028-2029 Operating Budget

The Fiscal Years 2028-2029 Operating Budget process began this month with the publication of guidance from the Office of Budget and Management (OBM). ORDC's request will be incorporated with ODOT's submittal, which is due in late October. Staff will then work with OBM to develop the Executive Budget recommendations, which are to be submitted to the legislature in March of 2027. The legislative process is expected to be completed by July 1, 2027, the start of Fiscal Year 2028.

Corridor Identification & Development Program (CID)

No requests for Commission action are pending.

COMMISSION MEETING DATES
CALENDAR YEAR 2027

January 28

March 18

May 13

July 22

September 23

November 18

All meetings are scheduled to be held at the Ohio Department of Transportation, 1980 West Broad Street, Columbus, Ohio.

Modifications to the schedule or updates to meeting locations will be posted to the Commission's website at rail.ohio.gov.

DRAFT

1980 West Broad Street
Mail Stop #3140
Columbus, OH 43223 U.S.A.

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ORDC LOANS SUMMARY

SFY	Name	Status	Loan Amount	2027	2028	2029	2030	2031	2032	Fees	Interest	Total Payments
FY26	Cuyahoga Valley Scenic Railroad	*	$ 900,000	$ 150,000	$ 194,185	$ 197,022	$ 197,022	$ 197,022	$ 32,837	*$ 9,500*	*$ 68,088*	*$ 977,588*
FY21	MPR Supply Chain Solutions	***	$ 500,000							*$ 5,500*	*$ -*	*$ 505,500*
FY24	JSW Steel USA Ohio, Inc.	***	$ 500,000							*$ 500*	*$ -*	*$ 500,500*
FY25	Tidewater Logistics Operating LLC	***	$ 500,000							*$ 5,500*	*$ -*	*$ 505,500*
			$ 2,400,000	**$ 150,000**	**$ 194,185**	**$ 197,022**	**$ 197,022**	**$ 197,022**	**$ 32,837**	**$ 21,000**	***$ 68,088***	***$ 2,489,088***

Loan Amount Received to Date: **$ 15,000**

Loan Balance Due: **$ 135,000**

* Loans Active

** Loans Paid Off

*** Loans in Process

All loans are current as of the date of this report.

Updated as of 9.1.2026 MEM

Revenue Received FY 2027

July 2026

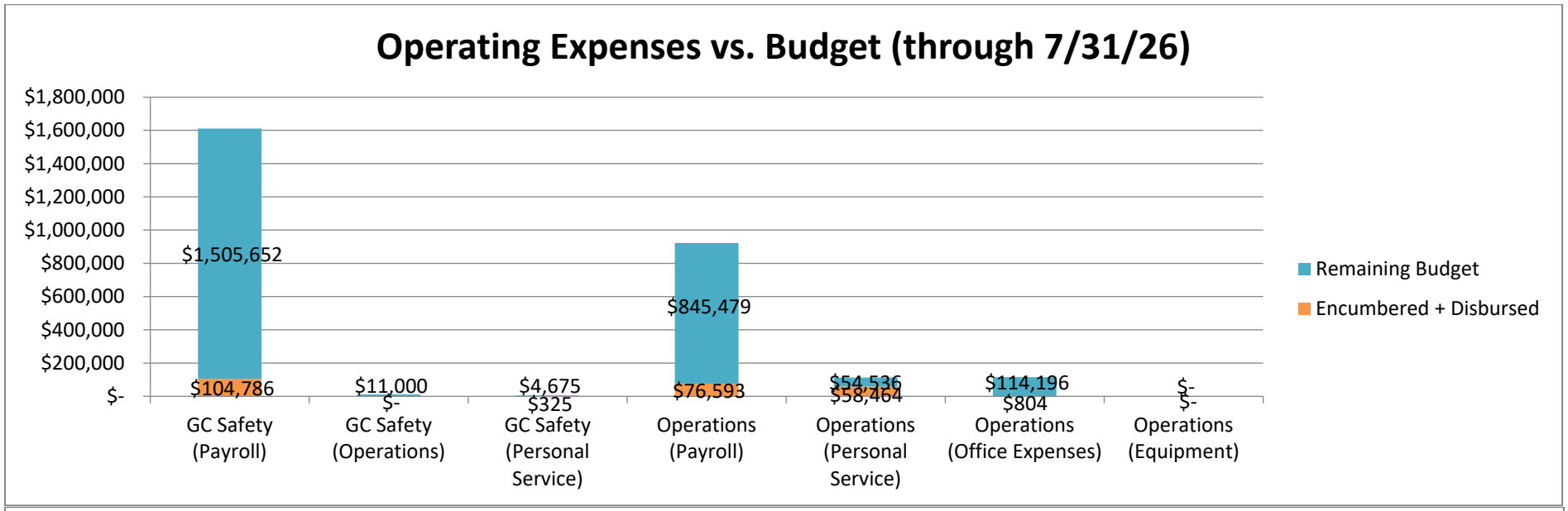
Name	CT #	Invoice #	Refunds / Reimburse 4N40/7002	Panhandle Lease	Gas & Oil Leases, Royalties and Other - 4N40 (49995)	ORDC Loan Payment - 4N40 Fees (29991)	ORDC Loan Payment - 4N40 Princ. (79955)	ORDC Loan Payment - 4N40 Inter. (79956)	Running Total
Village of Orwell	01	RA261204			479.05				479.05
Genesee & Wyoming, Inc.	02	RA261205		117,135.78					117,614.83
Genesee & Wyoming, Inc.	03	RA261104		117,135.78					234,750.61
	03	RA261105			50,565.12				285,315.73
Cuyahoga Valley Preservation	04	CR06172026				9,000.00			294,315.73
Guernsey-Muskingum Electric Coop	05	RA261002			250.00				294,565.73
MFC Drilling	06	RA261202			250.00				294,815.73
Ascent Resources - Utica, LLC	07	Royalties			1,034.08				295,849.81
	07	Royalties			3,591.77				299,441.58
Verizon Financial Svcs, LLC (Frontier)	08	RA270101			378.15				299,819.73
	08	RA270102			378.15				300,197.88
Village of Roaming Shores	09	RA270104			493.42				300,691.30
		Monthly Total	0.00	234,271.56	57,419.74	9,000.00	0.00	0.00	300,691.30
		Grand Total	0.00	234,271.56	57,419.74	9,000.00	0.00	0.00	300,691.30

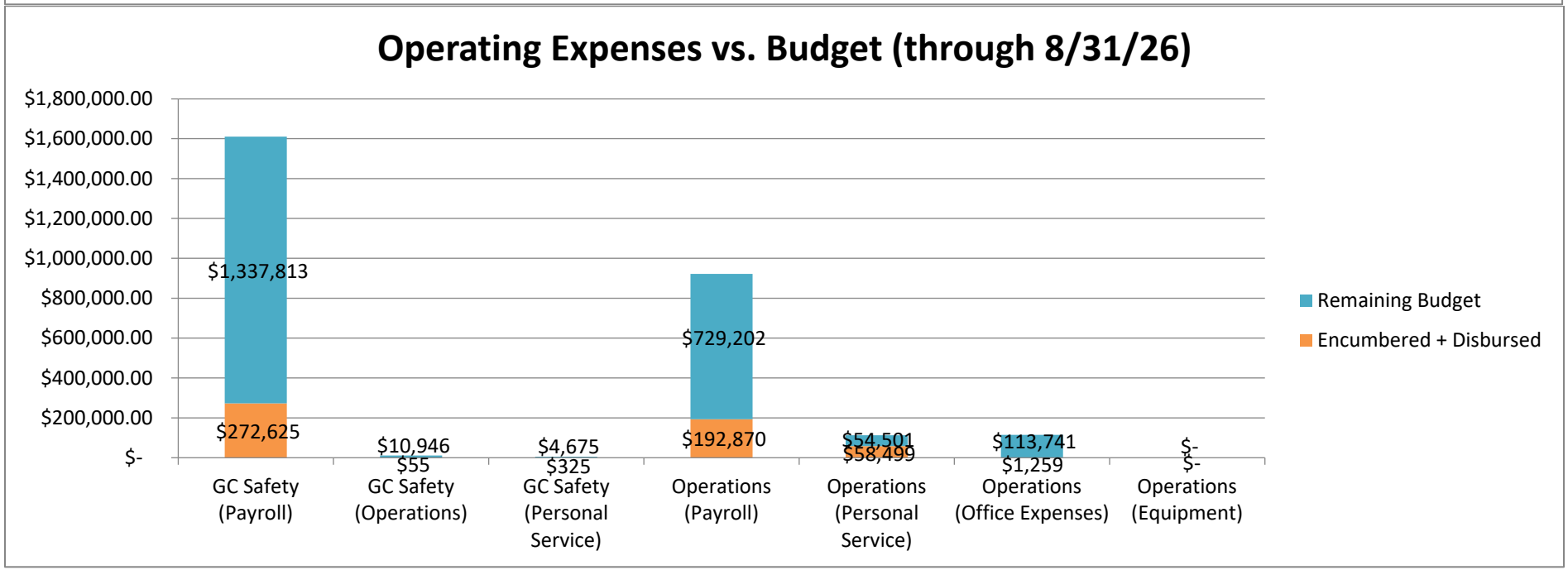
Revenue Received FY 2027

August 2026

Name	CT #	Invoice #	Refunds / Reimburse 4N40/7002	Panhandle Lease	Gas & Oil Leases, Royalties and Other - 4N40 (49995)	ORDC Loan Payment - 4N40 Fees (29991)	ORDC Loan Payment - 4N40 Princ. (79955)	ORDC Loan Payment - 4N40 Inter. (79956)	Running Total
Genesee & Wyoming, Inc.	10	RA261206			53,478.54				354,169.84
Aqua Ohio, Inc.	11	RA270105			479.05				354,648.89
MFC Drilling	12	RA270103			479.47				355,128.36
Ascent Resources - Utica, LLC	13	Royalties			849.31				355,977.67
Ascent Resources - Utica, LLC	13	Royalties			2,319.07				358,296.74
ACJ Railroad, Inc.	14	RA270201			324.05				358,620.79
Monthly Total			0.00	0.00	57,929.49	0.00	0.00	0.00	57,929.49
Grand Total			0.00	234,271.56	115,349.23	9,000.00	0.00	0.00	358,620.79

Fiscal Year 2027 Agency Operations





ORDC Operations & Revolving Loan Fund Report as of August 3, 2026

	Spending authority	Cash
Fiscal Year 2027 Appropriation	$ 2,237,389	
Cash Balance as of 8/3/26		$ 11,896,297
LESS: OPEN PRIOR YEAR ENCUMBRANCES		$ 6,135,894
NET CASH AVAILABLE FOR 2027 USE		$ *5,760,403*
Fiscal Year 2027 Appropriation		$ 2,237,389
LESS: PAYROLL AND OTHER COSTS (Budgeted)	$ 1,150,072	
LESS: PROJECTS ENCUMBERED or DISBURSED		
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED		
NOW CRISI Project - ORDC Matching Funds	$ 800,000	
NOW CRISI Project - Port Authority Matching Share*	$ 800,000	
LESS: PROPOSED COMMITMENTS FOR FY 2027		
*NET SPENDING AUTHORITY/CASH AVAILABLE**	$ *(512,683)*	$ *3,523,014*

**The Port Authority Matching Share will be deposited with ORDC over the course of the project. There is no net impact to ORDC's cash.*
***Controlling Board approval will be necessary to fund projects beyond the available spending authority.*

ORDC Operations & Revolving Loan Fund Report as of September 1, 2026

	Spending authority	Cash
Fiscal Year 2027 Appropriation	$ 2,237,389	
Cash Balance as of 9/1/26		$ 11,810,903
LESS: OPEN PRIOR YEAR ENCUMBRANCES		$ 6,098,965
NET CASH AVAILABLE FOR 2027 USE		$ *5,711,937*
Fiscal Year 2027 Appropriation		$ 2,237,389
LESS: PAYROLL AND OTHER COSTS (Budgeted)	$ 1,150,072	
LESS: PROJECTS ENCUMBERED or DISBURSED		
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED		
NOW CRISI Project - ORDC Matching Funds	$ 800,000	
NOW CRISI Project - Port Authority Matching Share*	$ 800,000	
LESS: PROPOSED COMMITMENTS FOR FY 2027		
*NET SPENDING AUTHORITY/CASH AVAILABLE***	$ *(512,683)*	$ *3,474,548*

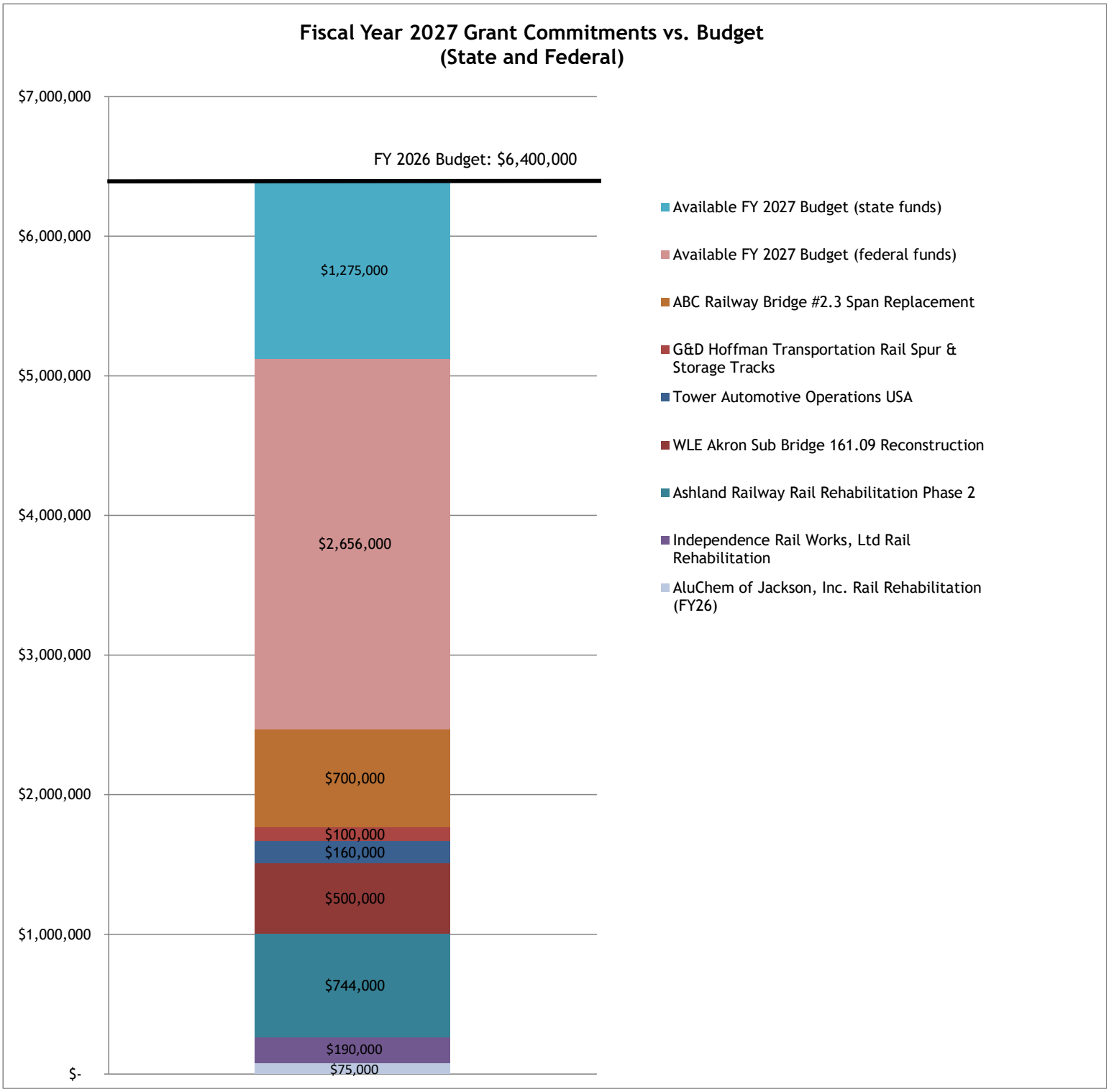
**The Port Authority Matching Share will be deposited with ORDC over the course of the project. There is no net impact to ORDC's cash.*

***Controlling Board approval will be necessary to fund projects beyond the available spending authority.*

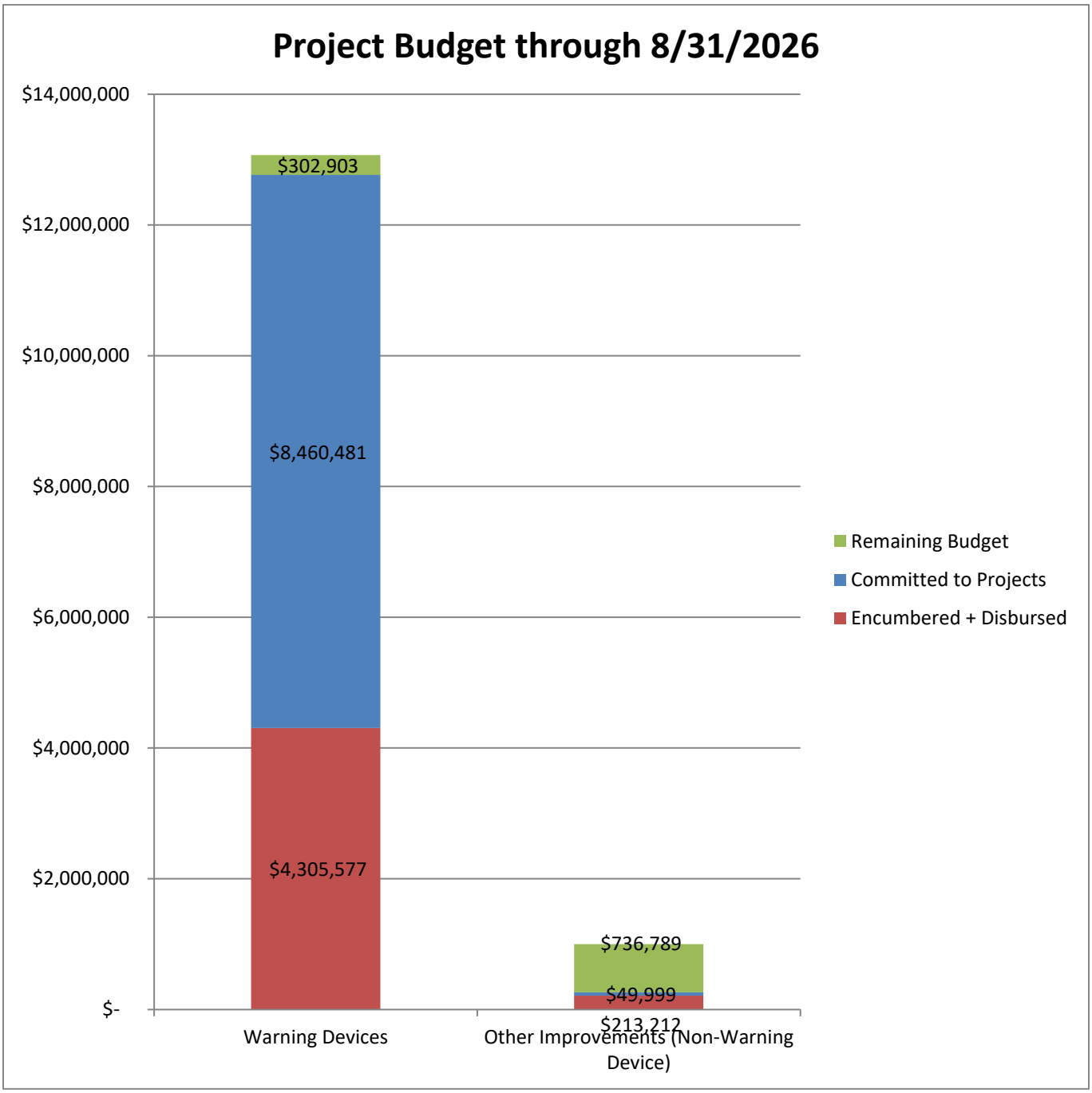
FISCAL YEAR 2027 BUDGET PROJECTION
9/17/2026

					State Grants	Federal Freight Funds	Loans	
				Available Funds for FY 2027	**$ 3,000,000**	**$ 3,400,000**	**$**	**-**
PROJECTS APPROVED		Total Project	Rail Portion	Requested Funding	Committed/Approved Funding			
AluChem of Jackson, Inc. Rail Rehabilitation*	Capacity	$ 150,000	$ 150,000	$ 150,000	$ 75,000			
ABC Railway Bridge #2.3 Span Replacement	Rehabilitation	$ 1,406,000	$ 1,406,000	$ 700,000	$ 700,000			
G&D Hoffman Transportation Rail Spur & Storage Track Construction	Attraction	$ 25,000,000	$ 12,917,080	$ 750,000	$ 100,000			
Tower Automotive Operations USA	Expansion	$ 325,000,000	$ 5,000,000	$ 5,000,000	$ 160,000			
WLE Bridge Reconstruction	Rehabilitation	$ 2,309,500	$ 2,309,500	$ 500,000	$ 500,000			
TOTAL OF APPROVED PROJECTS		$ 353,865,500	$ 21,782,580	$ 7,100,000	$ 1,535,000	$ -	$	-
FY 2027 PROJECTS FOR APPROVAL								
Ashland Railway Rail Rehabilitation Phase 2	Rehabilitation	$ 1,240,000	$ 1,240,000	$ 1,050,000		$ 744,000		
Independence Rail Works, Ltd Rail Rehabilitation	Rehabilitation	$ 380,000	$ 380,000	$ 378,486	$ 190,000			
TOTAL FOR APPROVAL		$ 1,620,000	$ 1,620,000	$ 1,428,486	$ 190,000	$ 744,000	$	-
FUNDING REMAINING IF ALL PROJECTS ARE APPROVED					**$ 1,275,000**	**$ 2,656,000**	**$**	**-**
TOTAL ACTIVE COMMITMENTS		$ 176,263,000	$ 3,420,000	$ 1,460,000	$ 508,000	$ -	$	-
FUNDING REMAINING AFTER APPROVED PROJECTS AND ACTIVE COMMITMENTS					**$ 767,000**	**$ 2,656,000**	**$**	**-**

*Project approved in prior fiscal year


Fiscal Year 2027 Grant Commitments vs. Budget
(State and Federal)
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$-
FY 2026 Budget: $6,400,000
$1,275,000
$2,656,000
$700,000
$100,000
$160,000
$500,000
$744,000
$190,000
$75,000
Available FY 2027 Budget (state funds)
Available FY 2027 Budget (federal funds)
ABC Railway Bridge #2.3 Span Replacement
G&D Hoffman Transportation Rail Spur & Storage Tracks
Tower Automotive Operations USA
WLE Akron Sub Bridge 161.09 Reconstruction
Ashland Railway Rail Rehabilitation Phase 2
Independence Rail Works, Ltd Rail Rehabilitation
AluChem of Jackson, Inc. Rail Rehabilitation (FY26)

Fiscal Year 2027
Grade Crossing Safety Program Budget

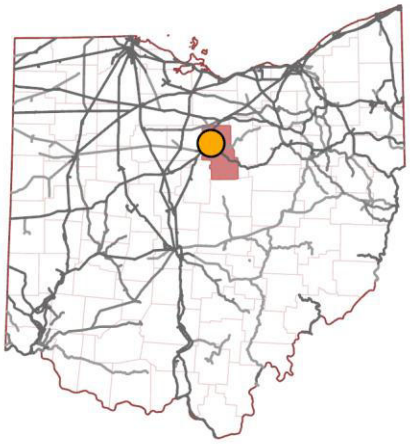


Rail Development Commission

Ashland Railway (ASRY)
Rail Rehabilitation
Richland County, OH

Project Funding

ORDC Grant	$	744,000
Private (ASRY)	$	496,000
Total Investment	**$**	**1,240,000**



Richland County

Project Description

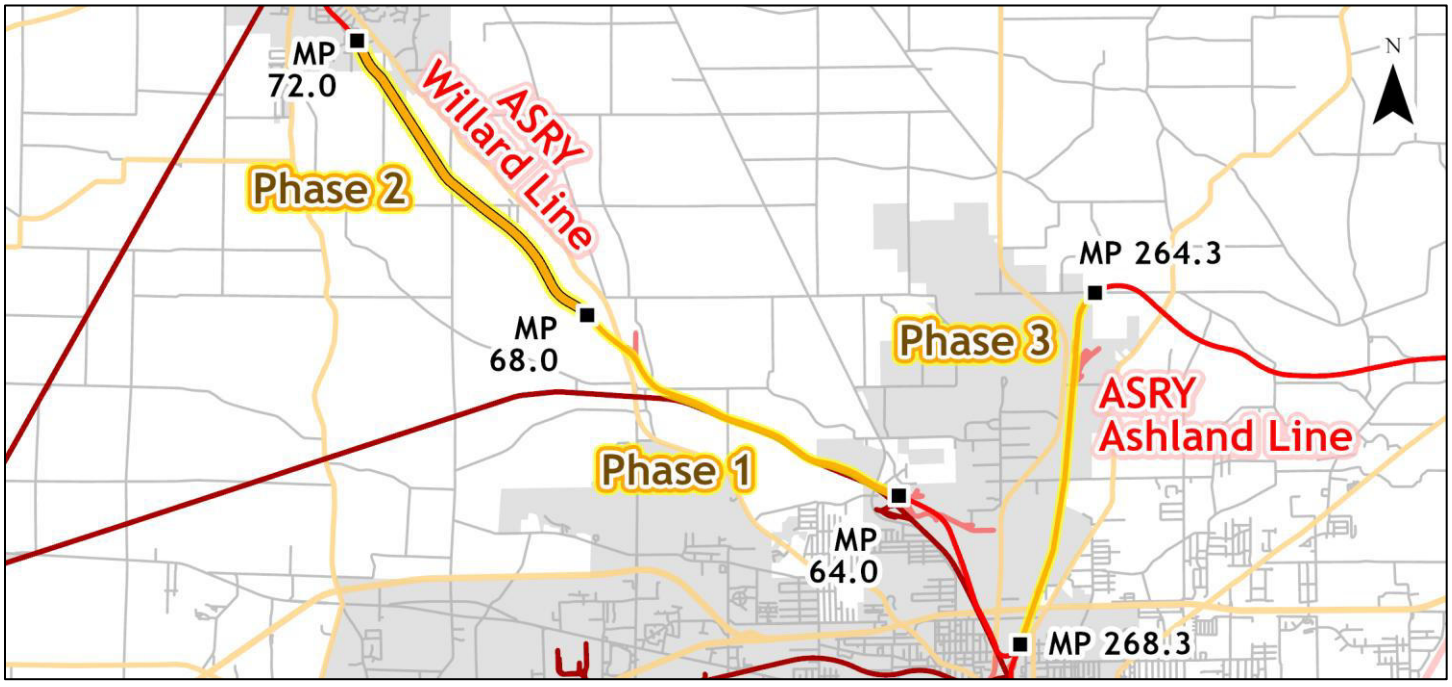
This project involves the rehabilitation of four miles of mainline track on ASRY's Willard Line in Richland County, including the replacement of 7,000 crossties.

It represents Phase 2 of a three-phase effort to rehabilitate 12 miles of track, with each phase following a similar scope of work. This project will be using federal FHWA Flexible Freight Funds.

The goal of the project is to eliminate existing defects, enhance safety, and reduce derailment risk in high-traffic areas.

Project Benefits

Efficient Railways Preserving, maintaining, expanding and modernizing Ohio's rail system, including main lines and branch lines.



Source: Ohio Rail Data

Rail Development Commission

Ashland Railway (ASRY)
Rail Rehabilitation
Richland County, OH

Project Summary

ASRY is a short line railroad headquartered in Mansfield, Ohio, operating 56 miles of track across Richland, Ashland, Huron, and Wayne counties. Established in 1986, ASRY provides freight service to several communities in north-central Ohio and connects with major railroads including Norfolk Southern, CSX Transportation, and Wheeling & Lake Erie Railway.

ASRY is requesting the support of the ORDC for the rehabilitation of four miles of mainline track in Richland County, Ohio. This project represents the second phase of a three-phase effort to restore 12 miles of track and is critical to maintaining safe and efficient rail operations on ASRY's system, which serves industries across north-central Ohio.

The details for the scope of the project are the following:

- Replacement of 7,000 crossties
- Replacement of tie plates where necessary
- Spreading/placement of limestone ballast
- Resurfacing/smoothing of the entire four-mile project.

The Commission approved a grant of $237,500, to assist ASRY with Phase 1 in January of 2026. Phase 2 includes more crossties and more labor costs than Phase 1 required, hence its higher estimated cost. Phase 1 is scheduled for completion in early 2027, with work on Phase 2 starting shortly thereafter.

Staff Recommendations

Staff recommends approval of the FHWA grant of 60% of the total project cost up to $744,000 for the project due to the rehabilitation supporting the continued safe operation of Ashland Railway's mainline and preserving essential freight service in Richland County.

RESOLUTION 26-23
RE: ASHLAND RAILWAY (ASRY) – RAIL REHABILITATION PROJECT GRANT FUNDING

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO ASHLAND RAILWAY (ASRY) UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission ("ORDC") created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and approving ORDC staff recommendations with respect to the assistance proposed to be provided under Chapter 4981 of the Ohio Revised Code (the "Act"); and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the Ashland Railway (ASRY) (the "Railroad"); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the Railroad; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them, and the proposed assistance, with the Executive Director and staff of the ORDC; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the Railroad, as set forth in the ORDC staff's submissions, is appropriate; and

WHEREAS, the ORDC is charged by ORC 4981.03(A)(1) with developing, promoting and supporting safe, adequate and efficient rail service throughout the state; and

WHEREAS, ORC 4981.14 gives the ORDC the authority to do all acts necessary and proper to carry out the powers expressly granted to the Commission; and

WHEREAS, Article IV Section 3(b)(1)(2)(4) and (5), Section 7 and Article VI, Section 2 of the ORDC by-laws authorizes the ORDC Executive Director to enter into any and all agreements necessary to implement this Request for Assistance.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the Railroad with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the Railroad, the nature, amount and terms of which are summarized in Exhibit A attached hereto.

Moved By: _____

Seconded By: _____

Pamela Boratyn, Chair	___Yes	___No	___Absent	___Abstained	__Recused
Mike Barhorst	___Yes	___No	___Absent	___Abstained	__Recused
Allen Biehl	___Yes	___No	___Absent	___Abstained	__Recused
Scott Corbitt	___Yes	___No	___Absent	___Abstained	__Recused
Laura Doerger-Roberts	___Yes	___No	___Absent	___Abstained	__Recused
Brendan Keener	___Yes	___No	___Absent	___Abstained	__Recused
Frederick Lampe	___Yes	___No	___Absent	___Abstained	__Recused
Rusty Orben	___Yes	___No	___Absent	___Abstained	__Recused
Eric Richter	___Yes	___No	___Absent	___Abstained	__Recused
Jason Miller for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	__Recused

ORDC ACTION:

Motion Approved _____ Other Action _____
Motion Denied _____ Date _____

CERTIFICATE

I, the undersigned Chair of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ September 24, 2026
Pamela Boratyn, Chair Date

EXHIBIT A

A grant to the Railroad pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to Seven Hundred Forty-Four Thousand Dollars ($744,000) (the "ORDC Grant") for a project to rehabilitate 4 miles of mainline track in Richland County, including the replacement of approximately 7,000 ties (the "Rail Service Project").

The ORDC Grant is subject to the following conditions:

1. The Railroad must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.

2. The Railroad shall be responsible for any and all costs in excess of the ORDC Grant.

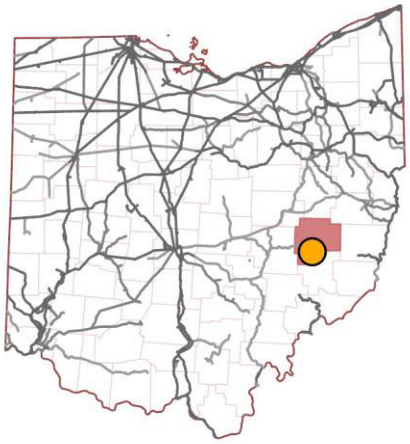
3. This project will be funded with federal funds, and thus no construction or reimbursable activity can take place until the ORDC provides the Railroad with a construction authorization letter. Additionally, the Railroad must comply with all applicable federal regulations related to the use of federal funding, including, but not limited to, the Buy America Act and the National Environmental Policy Act.

Rail Development Commission

Independence Rail Works, Ltd.
Rail Rehabilitation
Derwent to Pleasant City, OH

Project Funding

ORDC Grant	$	190,000
Private (Independence Rail Works, Ltd)	$	190,000
Total Investment	**$**	**380,000**



Guernsey County

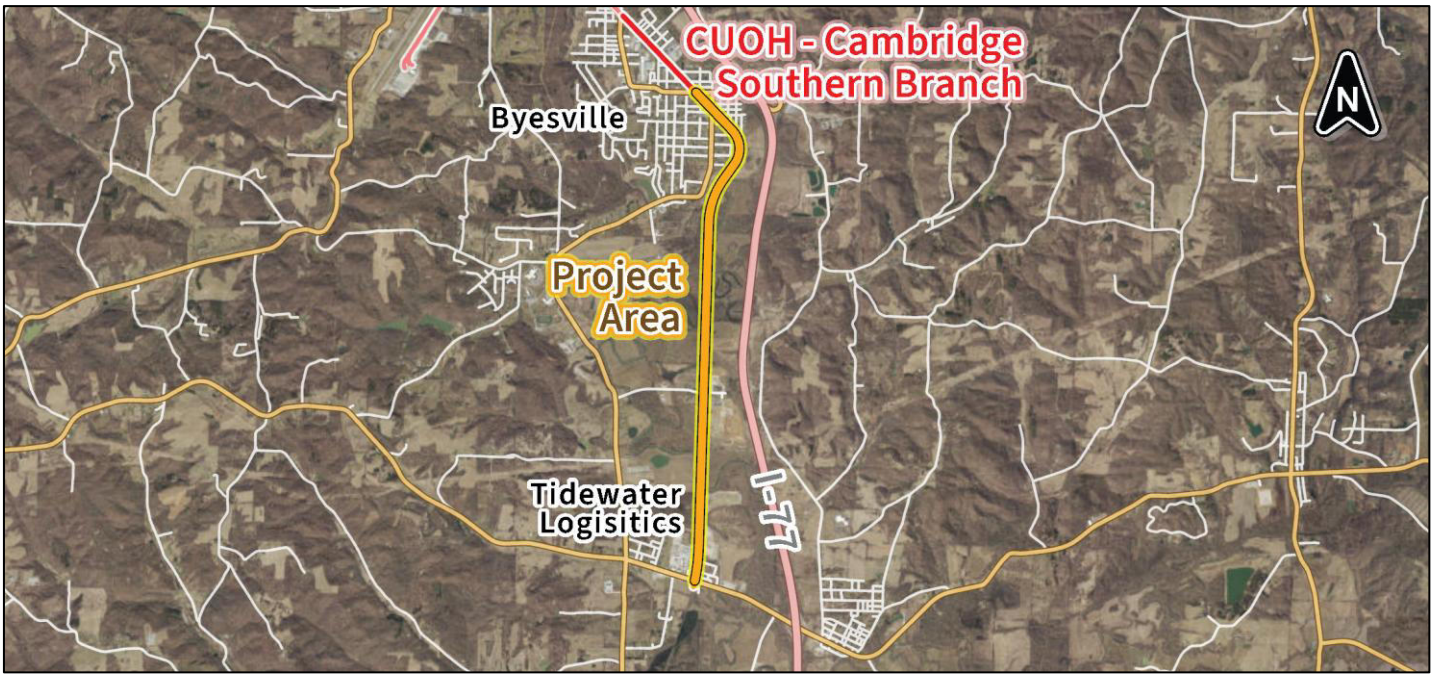
Project Description

The Independence Rail Works Ltd. Derwent to Pleasant City Rehabilitation project will furnish and install ties and ballast and tamp and regulate three miles.

This project will allow the serving railroad, Columbus & Ohio River Railroad (CUOH) and Independence Rail Works Ltd., to service one new customer and continue service for two existing customers.

Project Benefits

Economic Development Providing rail access to retain existing customers and attract new businesses.



Source: Ohio Rail Data, OSIP Imagery 2020

Rail Development Commission

Independence Rail Works, Ltd.
Rail Rehabilitation
Derwent to Pleasant City, OH

Project Summary

Independence Rail Works, Ltd. ("IRW") is a division of the Zemba Companies. IRW purchased the Byesville to Derwent line in 2013 when the line was inactive with no customers. In 2016, IRW partnered with a quarry to establish a stone terminal at the south end of the line near Derwent, and reactivated the line. In 2023, the Rail Commission awarded IRW $128,434 to undertake a 1,500-tie replacement project on this same line to support the servicing of a 50-acre property owned by Zemba Companies. In 2021, ORDC granted $70,000 to the Zemba Companies and the Adams Brothers Concrete Products Ltd. for the establishment of a concrete transload in Zanesville.

The project will furnish and install approximately 1,000 IG 7"x 8" ties, 1,540 tons of ballast, and tamp and regulate from M.P. 4.93 to M.P. 8.46. After the tie replacement and surfacing of the line, it will maintain the +/- 3-miles and open one mile of track that has not been in service since the 1980's.

The rehabilitation will allow IRW to service two customers at the same time. A $500,000 loan to Tidewater Logistics was approved by ORDC in 2025 to support direct rail access to their transload site. The second customer, S&S Aggregate Company in partnership with The Shelly Company, operates an aggregate sale yard. The aggregates are brought in by rail in cooperation with Columbus and Ohio River Railroad (CUOH). These two customers provide products to a market that was previously underserved by rail.

Staff Recommendations

Staff recommends approval of this grant, with the Rail Commission committing 50% of the total project cost, up to $190,000, to restore service to an existing track and expand rail service to additional businesses.

RESOLUTION 26-24
RE: INDEPENDENCE RAIL WORKS LTD. – RAIL REHABILITATION GRANT FUNDING

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO INDEPENDENCE RAIL WORKS LTD. UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission ("ORDC") created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and approving ORDC staff recommendations with respect to the assistance proposed to be provided under Chapter 4981 of the Ohio Revised Code (the "Act"); and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to Independence Rail Works Ltd. (the "Company"); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the Company; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them, and the proposed assistance, with the Executive Director and staff of the ORDC; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the Company, as set forth in the ORDC staff's submissions, is appropriate; and

WHEREAS, the ORDC is charged by ORC 4981.03(A)(1) with developing, promoting and supporting safe, adequate and efficient rail service throughout the state; and

WHEREAS, ORC 4981.14 gives the ORDC the authority to do all acts necessary and proper to carry out the powers expressly granted to the Commission; and

WHEREAS, Article IV Section 3(b)(1)(2)(4) and (5), Section 7 and Article VI, Section 2 of the ORDC by-laws authorizes the ORDC Executive Director to enter into any and all agreements necessary to implement this Request for Assistance.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the Company with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the Company, the nature, amount and terms of which are summarized in Exhibit A attached hereto.

Moved By: _____

Seconded By: _____

Pamela Boratyn, Chair	___Yes	___No	___Absent	___Abstained	__Recused
Mike Barhorst	___Yes	___No	___Absent	___Abstained	__Recused
Allen Biehl	___Yes	___No	___Absent	___Abstained	__Recused
Scott Corbitt	___Yes	___No	___Absent	___Abstained	__Recused
Laura Doerger-Roberts	___Yes	___No	___Absent	___Abstained	__Recused
Brendan Keener	___Yes	___No	___Absent	___Abstained	__Recused
Frederick Lampe	___Yes	___No	___Absent	___Abstained	__Recused
Rusty Orben	___Yes	___No	___Absent	___Abstained	__Recused
Eric Richter	___Yes	___No	___Absent	___Abstained	__Recused
Jason Miller for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	__Recused

ORDC ACTION:

Motion Approved	_____	Other Action	_____
Motion Denied	_____	Date	_____

CERTIFICATE

I, the undersigned Chair of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ September 24, 2026
Pamela Boratyn, Chair Date

EXHIBIT A

A grant to the Company pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to One Hundred Ninety Thousand Dollars ($190,000) (the "ORDC Grant") for a project to furnish and install ties, ballast, and to tamp and regulate approximately 3 miles of track from Derwent, Ohio to Pleasant City, Ohio (the "Rail Service Project").

The ORDC Grant is subject to the following conditions:

1. The Company must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.

2. The Company shall be responsible for any and all costs in excess of the ORDC Grant.