



March 11, 2026

Dear Commissioners:

Enclosed please find relevant information for the **Thursday, March 19, 2026** Commission Meeting. Minutes of the January 22, 2026 Commission Meeting are included for your review.

The meeting will be held at the **Ohio Department of Public Safety**, 1970 West Broad Street, in the Atrium, Columbus.

The Administrative and Policy Committees will not meet in March. 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



COMMISSION MEETING AGENDA

Thursday, March 19, 2026 - 11:00 a.m.

**** Ohio Department of Public Safety ****

1970 West Broad Street, Atrium

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 January 22, 2026 Meeting

EXECUTIVE DIRECTOR'S REPORT - Matthew Dietrich

FINANCE REPORT - Megan McClory

PROJECTS FOR APPROVAL

- Resolution 26-02: CRISI-Cincinnati Eastern Railroad - Mainline Rehabilitation
- Resolution 26-03: CRISI-Indiana & Ohio Railway / WESTCO - Double Stack Clearance
- Resolution 26-04: CRISI-Indiana Northeastern Railroad - Mainline Rehabilitation
- Resolution 26-05: OGCEP-City of Circleville, S. Court Street
- Resolution 26-06: OGCEP-City of North Ridgeville, Race Road
- Resolution 26-07: OGCEP-City of Hudson, Hines Hill Road
- Resolution 26-08: OGCEP-Delaware County, E. Orange Road
- Resolution 26-09: Ross County, West Junction Bridge Rehabilitation

PROJECT BRIEFING

- Winchester Ag Service, Inc. - Rail Spur Rehabilitation

COMMITTEE REPORTS

- The Administrative and Policy Committees will not meet in March

OLD BUSINESS

NEW BUSINESS

PUBLIC COMMENT

ADJOURN

**MINUTES FROM THE OHIO RAIL DEVELOPMENT COMMISSION
REGULAR BI-MONTHLY MEETING
January 22, 2026**

CALL TO ORDER

Ohio Department of Transportation Director Pamela Boratyn, Chair, called the meeting of the Ohio Rail Development Commission to order at 11:00 a.m. on Thursday, January 22, 2026. The meeting was held at the Ohio Department of Public Safety, 1970 West Broad Street, in the Atrium, Columbus.

Chair Boratyn introduced Kara Smith and Mike Fitch with the Ohio Department of Transportation's Local Technical Assistance Programs who were present to administer GoToWebinar for the meeting. Ms. Smith provided members of the public with an overview of the instructions on how to participate in the meeting.

MEMBERS PRESENT

Roll call was taken. Members present were as follows: Chair Boratyn, Commissioners Al Biehl, Fred Lampe, Eric Richter, Luke Stedke (ODOD), Laura Doerger-Roberts, Rusty Orben, Brendan Keener, Michael Barhorst and Lilly Bohler Brewer, Sr. Legislative Aide to Representative Grim. Daniel Carmany, Sr. Legislative Aide to Senator Tom Patton, arrived at 11:03 a.m. and Senator Willis Blackshear, Jr. arrived at 11:11 a.m.

Commissioner Scott Corbitt and Representative Jim Hoops were unable to attend. There were nine voting members present; therefore, a quorum was obtained.

APPROVAL OF THE MINUTES OF THE NOVEMBER MEETING

Prior to Call to Order by Chair Boratyn, all Commissioners received updated copies of the November Meeting Minutes to correct typos found in the Minutes.

Commissioner Keener made a motion to approve the revised November Meeting Minutes. Commissioner Barhorst seconded the motion. Roll call was taken. The motion was approved with nine votes in the affirmative.

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 gave an update on the status of passenger rail, stating that the Federal Railroad Administration (FRA) recently modified the Corridor ID process. He indicated the new process will require an additional phase within Step 2 (the Service Development Plan) now making it a two-phase process. Executive Director Dietrich added that this modification will require additional time and resources causing a delay in getting answers to the questions needing answers such as ridership, station locations, routes, costs, etc. He reported staff is currently working with consultants to modify those draft documents for the new requirements for both the 3C&D and CTD corridors.

The Commission previously approved two projects at the November 2025 meeting; Columbiana County and City of Fairfield, for submission to the National Railroad Partnership Program/Federal State Partnership for Intercity Passenger Rail Grant Program which are due on February 6th. These two Ohio Grade Crossing Elimination Program projects qualified under the new program. Executive Director Dietrich reported that staff will present a plan at the March Commission Meeting that will allocate the remaining funds in the Ohio Grade Crossing Elimination Program since funding for this program is due to sunset on June 30, 2026.

Executive Director Dietrich reported on the proposed merger between Union Pacific and Norfolk Southern and stated that the Surface Transportation Board (STB) ruled the merger application “incomplete.” Union Pacific and Norfolk Southern now have until June 2026 to re-file the application with the STB but a revised application is expected sooner than that.

Lastly, Executive Director Dietrich acknowledged the pending retirement of Mike Fitch with ODOT’s LTAP Program and he thanked Mike for all of his support to the Rail Commission over the years.

Chair Boratyn asked if there were any questions regarding the Executive Director’s Report. Commissioner Richter inquired if the state funds for the Ohio Grade Crossing Elimination Program need to be encumbered or expended. Executive Director Dietrich responded these funds need to be encumbered by June 30.

Commissioner Keener requested Executive Director Dietrich expand on FRA requiring the additional phase to Step 2. Executive Director Dietrich stated this development was unexpected. The rationale received from FRA was they have 68 approved corridors nationwide and there is a lack of capacity to advance all of those corridors at the same time. He added that the 3C&D corridor has already been studied for decades, so it is frustrating for staff that this will cause even further delay as well as additional cost.

Commissioner Keener asked about the UP/NS merger and what “Ohio-specific information was shared with appropriate government entities” as identified in the Executive Director’s Report. Executive Director Dietrich responded there was a series of maps in the UP/NS application identifying truck traffic in the intermodal yards that could see significant increase in volume so staff provided this information to ODOT Districts, MPOs and anyone else that could be identified as a stakeholder. Information about hazmat traffic projections will be shared with Ohio EPA.

There were no additional questions.

FINANCE REPORT

Secretary-Treasurer Megan McClory presented the Finance Report which can be found on page 12 of the meeting packet. Secretary-Treasurer McClory thanked the Commissioners for completing the required annual Ethics Training and reminded them that Financial Disclosure Filings are due by May 15.

Secretary-Treasurer McClory noted the USRA 714 Line as mentioned in the Secretary-Treasurer’s report is a rail corridor that the state owns. She added this corridor is a little different than other state-owned properties in that the Department of Administrative Services also has a role in this line. She stated that legislative action was needed in order to be able to transfer the corridor to the Trumbull and Ashtabula County Metroparks. This legislation was approved in December 2025. The Trumbull County transfer will occur first but the Ashtabula County transfer will be held until legal matters before the Franklin County Common Pleas Court and Surface Transportation Board are resolved.

Commissioner Biehl inquired about the amount of funds that have currently been spent this fiscal year versus the remaining funding available, per the Secretary-Treasurer’s Report. Secretary-Treasurer McClory responded that the remaining \$2.4 million is generally for grade crossing surface projects and stated that \$1.3 million of the \$2.4 million has already been committed. Regarding the warning device portion of the funding, staff has already committed \$3.2 million of the \$7.4 million available and noted that ORDC’s Grade Crossing

Safety Program Manager is currently scheduling Diagnostic Reviews at several locations around the state to identify additional projects that will utilize the remaining balance of the funds.

There were no additional questions.

PROJECT FOR APPROVAL

RESOLUTION 26-01: Orphan Rail Crossing Program

Secretary-Treasurer Megan McClory presented Resolution 26-01 which can be found on page 23 of the meeting packet.

In May of 2024 the Commission awarded \$1 million in grant funding for several projects under the Orphan Rail Crossing Program. Since that time, two of those projects have requested additional funding under this program due to a change in construction specifications as well as construction cost increases. Staff is requesting to revise the grant awards for these two project recipients, as other projects under this program have come in under budget.

Chair Boratyn asked for a motion to approve Resolution 26-01. Commissioner Biehl moved to approve the Resolution and Commissioner Stedke seconded the motion. Roll call was taken with nine votes in the affirmative. The motion is approved.

PROJECT BRIEFINGS

AluChem of Jackson, Inc - Rail Rehabilitation

ORDC staff member Gerika Tocker presented AluChem of Jackson, Inc's project which is found on page 27 of the meeting packet. Ms. Tocker introduced Myra Glenkler Daugherty, Corporate Purchasing Manager, AluChem of Jackson, who was present to discuss their project.

Ms. Daugherty reported the company's Little Rock, AR location feeds raw material into the Jackson facility via rail and stated the Jackson rail line is critical to their current operations. The proposed project will involve the reactivation of a second track and allow the company to store additional rail cars that will help to prevent disruption of service.

Commissioner Orben inquired about anticipated growth at the facility. Ms. Daugherty stated this project will maintain current operations but that discussion is taking place to purchase additional equipment that could increase operations at the Jackson location in the future.

Executive Director Dietrich offered that AluChem adds value to the Jackson Line. He described the company as an anchor tenant that allows the railroad to keep the line open and active.

There were no questions.

Ann Arbor Railroad - Rail Rehabilitation

ORDC staff member Gerika Tocker presented Ann Arbor Railroad's rail rehabilitation project found on page 30 of the meeting packet. Ms. Tocker stated this project will rehabilitate rail along Chrysler Drive in Toledo. She introduced Steve Ayala, Roadmaster, and Kenny Morgan, General Manager, Ann Arbor Railroad, who were present to give an overview of the project.

Mr. Morgan and Mr. Ayala offered background information on the railroad and their proposed project. They stated the railroad has been in existence since the 1800s and has serviced Stellantis since the 1980s. They reported there is an immediate need to repair the crossing surface as well as replace crossties and rehabilitate the track structure. They stated that approximately 18 trains per day traverse this crossing. Mr. Ayala added that the volume of railcars is expected to significantly increase as a result of the investment announced by

Stellantis, a company in the area the railroad services and whose employees also utilize the Chrysler Drive crossing.

Commissioner Keener inquired about the 18 trains per day and asked whether those were switching moves. Mr. Ayala responded as many as 36 rail cars per day traverse the crossing.

Commissioner Doerger-Roberts inquired about the railroad's long-term plan for rehabilitation of the crossing. Mr. Morgan stated the railroad hopes to partner with the Rail Commission on this project and Executive Director Dietrich added this project is the plan for long-term repair.

Winchester Ag Service, Inc.

Chair Boratyn announced that the Winchester Ag Service, Inc project included on the meeting agenda will be deferred to a future meeting.

Ohio Operation Lifesaver - 2026 Education Grant

Secretary-Treasurer Megan McClory presented the project briefing for Ohio Operation Lifesaver's 2026 Education Grant. This project can be found on page 36 of the meeting packet. Secretary-Treasurer McClory reported this grant will help fund highway-rail grade crossing safety ads scheduled to run on the NBC-affiliate station in Cleveland, WKYC Channel 3, from July through September of this year. The station will run PSAs during evening newscasts and on WKYC's streaming app as well as show display ads on WKYC.com. She introduced Alan Stouder, State Coordinator for Operation Lifesaver, who was present to give an overview of Operation Lifesaver's request.

Mr. Stouder thanked the Rail Commission for the continued support of Operations Lifesaver. He spoke about why the Cleveland market was chosen as the target area for the education PSA and indicated the Cleveland region was chosen due to a higher number of incidents at rail crossings in this area over other metro areas around the state. He added that the 7pm and 11pm news time slots are number one in their viewing area. The additional funding request above the media buy will aid with the purchase of educational materials for the general public and first responders as well as expenses associated with the 2026 Ohio State Fair.

Chair Boratyn asked if there were any questions. There were no questions.

COMMITTEE REPORTS

The committees did not meet in January.

OLD BUSINESS

There was no old business to come before the Commission.

NEW BUSINESS

There was no new business to come before the Commission.

PUBLIC COMMENT

Chair Boratyn invited members of the public who were present to come up and introduce themselves if they wanted to offer public comment. There was no public comment.

Kara Smith gave an overview of how to provide public comment online in GoToWebinar. Ms. Smith noted there were questions in the chat box and read those aloud for the Commissioners.

Online:

- Kerry Devery inquired if the Step 1 documents have been accepted and whether those documents will be publicly available. Executive Director Dietrich responded draft documents meeting the previous criteria were submitted to the FRA but had not been accepted prior to the FRA revising the federal process before advancing to Step 2. Once the documents are finalized and are accepted, the documents will be publicly available since the Rail Commission will need to solicit a new consultant contract to complete Step 2 of FRA's process.
- Matthew Knox asked about the current status of the CTD corridor and how far along it is in process. Executive Director Dietrich responded that draft documents for Step 1 for this corridor have not been accepted by FRA and therefore will need to be revised in accordance with the new federal process.
- Lisa Buffo expressed her support for passenger rail and asked if the remaining balance of the \$1 million allocated to create the draft documents for Step 1 can be utilized for Step 2. Executive Director Dietrich responded in the negative.
- Richard Wendel asked if a timeline has been established for the second phase of Step 2. Executive Director Dietrich responded in the negative.

Chair Boratyn acknowledged a member of the audience who asked to provide public comment regarding the Glass Rock Line.

In Person:

- Jim with Over-the-Top Construction Company asked about the Glass Rock Line and stated his support for maintaining the line. He inquired about the possibility of his company purchasing the line in order to keep it active. Executive Director Dietrich responded the Rail Commission has already gone through the process with the Surface Transportation Board to transfer ownership of the line and that STB has already accepted the transfer. He stated that during the STB process there was an opportunity for anyone to come forward and purchase the line, but that time has now passed. Executive Director Dietrich also added that the transfer of the line is being legally challenged, so nothing will be done at this current time until the legal matter is resolved.
- There was a comment from the audience by an individual who did not identify himself offering support for maintaining the rail line (Glass Rock) and stated how important this line is to the community of Mt. Perry, adding that several thousand children ride the excursion train during the holiday season.

There was no additional comment.

Chair Boratyn announced there will be a change to the Public Comment portion of the Commission Meetings, stating that public comment will no longer be available online. She requested that Secretary-Treasurer McClory elaborate on these changes.

Secretary-Treasurer McClory spoke about the technical challenges that have occurred in the past while offering GoToWebinar to members of the public participating online. In order to maintain transparency and offer a consistent experience to all, moving forward public comment will only be available in person. Commission Meetings will still be offered online but members of the public who are online will be in "listen only" mode. Secretary Treasurer McClory added that this change will take place beginning with the Commission's March meeting and is consistent with a change in meeting structure made previously in which projects receiving assistance from the Rail Commission now require a member of the

company/community to attend the meeting in person. In addition, Secretary-Treasurer McClory added members of the public are always welcome to reach out to the Rail Commission's Public Information Officer, Wende Jourdan, for assistance.

MOTION TO ADJOURN TO EXECUTIVE SESSION

Pursuant to ORC 121.22(G)(3) for the purpose of conferencing with legal counsel concerning pending court action.

Commissioner Biehl made a motion to adjourn to Executive Session. Commissioner Orben seconded the motion. Roll call was taken with nine votes in the affirmative.

Prior to departing for Executive Session, Chair Boratyn stated no further action is to come before the Commission so once Executive Session adjourns, Commissioners will only reconvene for the purpose of adjourning the January Commission meeting.

Commissioners and staff adjourned to Executive Session at 11:44 a.m.

RECONVENE FROM EXECUTIVE SESSION

Commissioners and staff reconvened from Executive Session at 12:10 p.m.

ADJOURN

Chair Boratyn adjourned the meeting of the Ohio Rail Development Commission at 12:10 p.m.

March 2026 Executive Director's Report

Passenger Rail Corridor ID projects: Staff continues to encounter delays with moving to the next step of the study process because of program changes implemented by the Federal Railroad Administration. As reported at the January meeting, the FRA has determined that both ORDC-sponsored corridors will be required to perform additional work as part of the FRA Step 2 process. Staff has submitted the revised documents for the 3C&D Corridor to the FRA. If these are acceptable, ORDC will then submit the Cleveland-Toledo-Detroit (CTD) corridor documents. At the current rate, the soonest ORDC would anticipate seeking consultants for the next phase of study work is the September programmatic.

FRA CRISI Grants: Staff has been informed that the next CRISI grant opportunity is imminent. As a result, staff is requesting the authority to sponsor grants and approval of funding for three (3) shortline freight rail projects: Indiana & Ohio Railway / West Central Ohio Port Authority (Champaign, Clark, Fayette Counties); Cincinnati Eastern Railroad (Hamilton, Clermont, Brown and Adams Counties); Indiana Northeastern (Williams County).

Ohio Grade Crossing Elimination Program: Since the appropriation authority is set to expire on June 30, 2026, ORDC will be making final project funding recommendations at the March and May meetings. Staff is requesting approval of additional contingency funding for the projects that have already been awarded federal grants. These contingency funds are being allocated as a result of inflationary pressures the construction projects have been experiencing since the applications were developed in 2022 and 2024. These contingency funds will ensure that ORDC can meet the state commitments that are required for the federal grants. Additionally, staff anticipates requesting Commission approval for at least three (3) additional projects for the next round of federal funding. The projects are: Union County - Bear Swamp Road; Scioto County - Haverhill; and City of Toledo - Point Place.

Glass Rock Line: No update. All work on transferring ownership of the corridor including remove of the eastern section of track is delayed pending the STB's decision on Z&W's filing. Staff continue to work with the Attorney General's office on the lawsuit filed by Z&W, ORDC's lessee on a portion of the line, that was discussed in Executive Session at the January meeting.

Panhandle Rail Line Lease Extension: The Columbus and Ohio River Railroad has requested an early renewal of their current lease on the Panhandle Rail line which extends from Columbus to Steubenville. In exchange for the lease extension, the railroad is committing to invest \$26 million into the rail line in addition to working with the City of Coshocton to convert other rail in the community into a bike trail and continue to operate excursion service with the Dennison Depot. In exchange for this investment and community assistance the railroad is requesting a 25-year extension of the lease to 2062.

New Legal Representation from the Attorney General's Office: Nathaniel Wilson will be taking over representation of ORDC from Caroline Hopkins. We thank Caroline for helping us through the transition after the retirement of Alan Klodell and welcome Nate.

Status of Awarded Federal Grants:

- WLE Spencer (FY 2021 CRISI - Obligated) - Construction work is underway.
- NDW Phase II (FY 2022 CRISI - Not obligated) - Pre-award authority has been given to the project. Scope of Work (Attachment 2) has been submitted to FRA.

- Appalachian Rail Corridor (FY 2022 CRISI - Not obligated) - Scope of Work (Attachment 2) has been submitted to FRA.
- Fostoria Grade Separation (FY 2022 RCE - Not obligated) - ODOT District 2 is administering the project with design work continuing using non-discretionary grant funding awarded to the project. Because all FRA grant funding is in the construction phase, the project will not be obligated until NEPA work is complete.
- Northern Ohio & Western (FY 2023 CRISI - Not obligated) - Awaiting updated Scope of Work (Attachment 2) from FRA.
- RJ Corman Eastern Ohio Lines (FY2023 CRISI - Not obligated) - Awaiting updated Scope of Work (Attachment 2) from FRA.
- NDW Phase 3 (FY 2023 CRISI - not obligated) - Scope of Work (Attachment 2) has been submitted to FRA.
- Columbus & Ohio River Rail Road (FY 2023 CRISI - Not obligated) - Scope of Work (Attachment 2) has been submitted to FRA.
- Cincinnati Planning Grant (FY 2023 CRISI - Obligated) - Consultant selected and work progressing.
- Delaware County, Orange Road Grade Separation (FY23-24 RCE - Not obligated) -Awaiting FRA approval/obligation.
- City of Hudson, Hines Hill Road Grade Separation (FY 23-24 RCE - Obligated) - Preliminary engineering work underway.
- City of North Ridgeville, Race Road Grade Separation (FY23-24 RCE - Obligated) - Preliminary engineering work underway.
- City of Circleville - South Court Street Grade Separation (FY23-24 RCE - Obligated) - Preliminary engineering work underway.

Completed Federal Grant Projects

- Indiana & Ohio Railway US Steel Industry Capacity Expansion (FY 2018 CRISI - Obligated) - Project construction is complete. Final report has been submitted and waiting on closeout notice from FRA.
- Village of Greenfield - Revitalizing Rail to Retain Jobs in Rural Ohio (FY 2019 CRISI - Obligated) - Project construction is complete. Final report has been submitted and waiting on a closeout notice from FRA.

Closed Federal Grant Projects

- Chicago, Ft. Wayne & Eastern “Linking Lima” (FY 2020 CRISI)
- Napoleon, Defiance & Western Critical Safety Improvements Project (FY 2020 CRISI)
- Youngstown & Southeastern RR (FY 2020 CRISI)
- RJ Corman Western Ohio and Cleveland Lines “Keep Ohio Moving” (FY2020 CRISI)

March 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 March 2, 2026.

Annual Financial Disclosure Filing

Commissioners' annual filings with the Ohio Ethics Commission are due May 15, 2026.

Corridor Identification & Development Program (CID)

Staff has submitted revised Step 1 documents for the 3C&D Corridor based on the Federal Railroad Administration's program changes. Once we receive feedback from FRA, we will update and resubmit documents for the Cleveland-Toledo-Detroit Corridor. The initial reimbursement from the FRA for the project costs to date, a total of \$628,301.98, arrived in January. No requests for Commission action are pending.

Surface Transportation Board

There is no update on the matter before the Surface Transportation Board related to the Glass Rock Branch. In regards to the USRA 714 Line in Ashtabula County matter, in which the ORDC requested that STB affirm its jurisdiction over the corridor, the Chairman of the STB indicated that he intends to bring a draft action to the Board sometime this month.

USRA 714 Line

Governor DeWine signed SB 217 on December 19, 2025. This legislation authorizes the Governor to execute deeds to the Trumbull and Ashtabula County Metroparks for the portion of the state-owned 714 Rail Line to those entities in the respective counties. These transactions were approved by the Commission in 2025 and pending legislative authorization. Once the bill becomes effective, staff will work with the Department of Administrative Services to finalize the transfer to Trumbull County Metroparks. (The transfer to Ashtabula County Metroparks will be held until legal matters in the Franklin County Common Pleas Court and before the Surface Transportation Board are resolved.)

ORDC LOANS SUMMARY

SFY	Name	Status	Loan Amount	2026	2027	2028	Fees	Interest	Total Payments
FY20	Fulton Railroad	*	\$ 154,825	\$ 32,354			\$ 2,500	\$ 5,557	\$ 162,883
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
FY26	Cuyahoga Valley Scenic Railroad	***	\$ 900,000				\$ 500	\$ -	\$ 900,500
			\$ 1,654,825	\$ 32,354	\$ -	\$ -	\$ 14,000	\$ 5,557	\$ 1,674,383

Loan Amount Received to Date: \$ 24,266

Loan Balance Due: \$ 8,089

* Loans Active

** Loans Paid Off

*** Loans in Process

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

Updated as of 3.6.2026 MEM

Revenue Received FY 2026

January 2026

Name	CT #	Invoice #	Refunds /	Panhandle	Gas & Oil Leases, Royalties and Other - 4N4 (49995)	ORDC Loan Payment - 4N4			Running
			4N40/7002			Fees (29991)	Princ. (79955)	Inter. (79956)	Total
Fulton Railroad	ACH						2,667.17	29.03	1,150,524.18
American Electric Power	37	RA260615			500.00				1,151,024.18
OWS Acquisition Co. LLC (CGAS) (balance due)	37	RA260401			48.45				1,151,072.63
Dominion Energy	37	RA260605			465.10				1,151,537.73
CSX Corporation	37	RA260604			19,260.00				1,170,797.73
Genessee & Wyoming Inc. APEX	37	RA260506			40,774.86				1,211,572.59
Genessee & Wyoming Inc.	38	RA260505 RA260617		234,271.56					1,445,844.15
National Gas & Oil Cooperative	39	RA260611 RA260612 RA260613			750.00				1,446,594.15
Jefferson County Water & Sewer	39	RA260610			250.00				1,446,844.15
Bocor Holdings, LLC	40	RA260701			250.00				1,447,094.15
Ascent Resources - Utica, LLC	40	Royalties			285.56				1,447,379.71
Ascent Resources - Utica, LLC	40	Royalties			454.64				1,447,834.35
DELPHI	FRA	3C&D Reimb for Corridor ID	328,384.03						1,776,218.38
DELPHI	FRA	Cleveland/Toledo Detroit Reimb for Corridor ID	299,917.95						2,076,136.33
Monthly Total			628,301.98	234,271.56	63,038.61	0.00	2,667.17	29.03	928,308.35
Grand Total			628,301.98	930,995.62	497,465.33	500.00	18,569.52	303.88	2,076,136.33

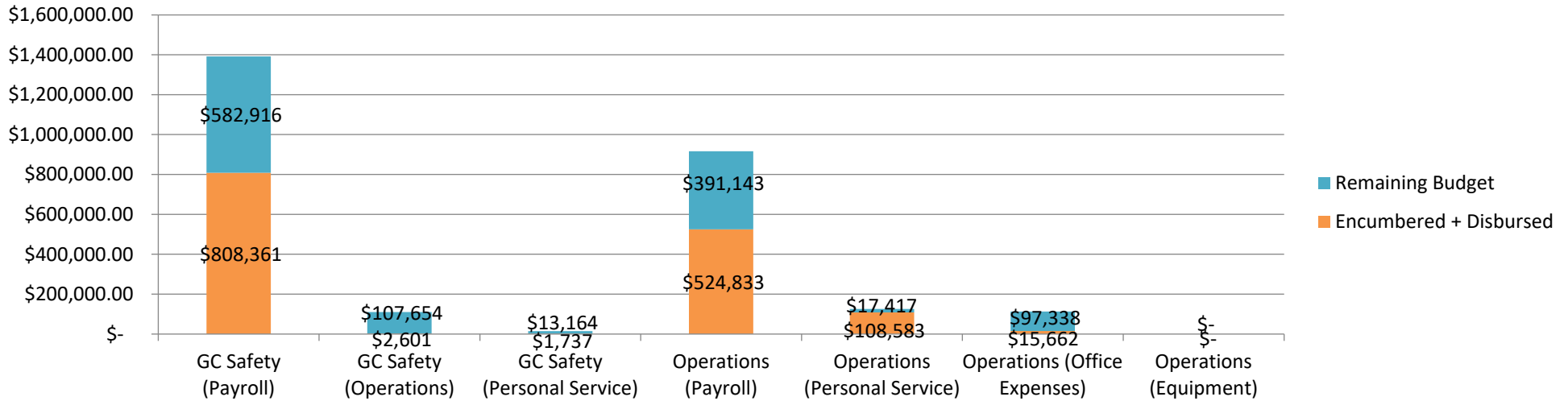
Revenue Received FY 2026

February 2026

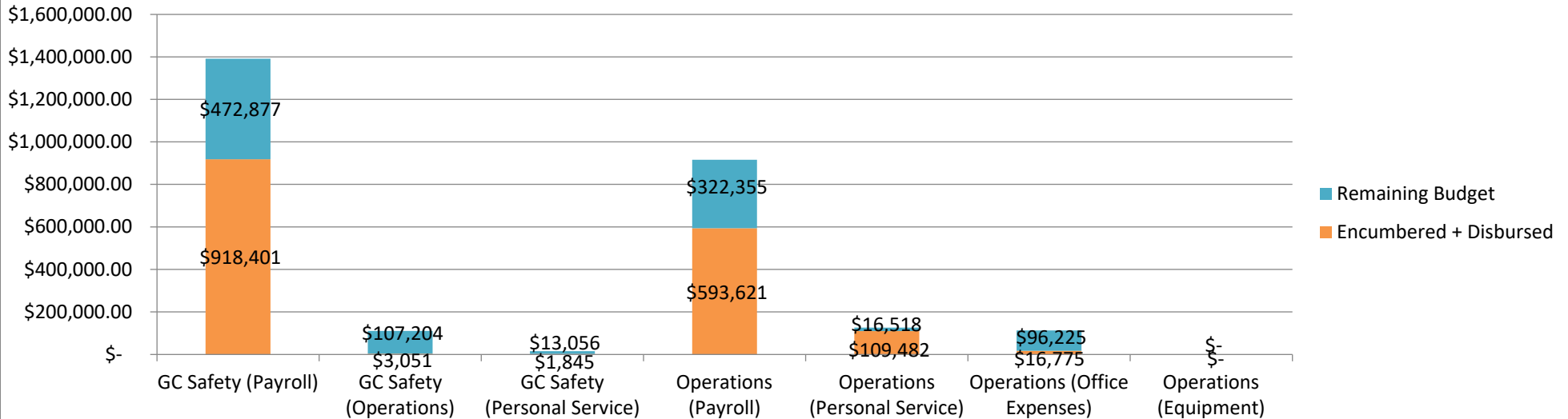
Name	CT #	Invoice #	Refunds /	Panhandle	Gas & Oil	ORDC Loan Payment - 4N4			Running
			Reimburse	Lease	Leases, Royalties and Other - 4N4 (49995)	Fees (29991)	Princ. (79955)	Inter. (79956)	Total
Fulton Railroad	ACH						2,671.99	24.21	2,078,832.53
Cardinal Gas Services LLC	CT41	RA260705			378.15				2,079,210.68
Cambrian Hunter	CT42	Royalties			26.82				2,079,237.50
Genesee & Wyoming, Inc. (APEX)	CT42	RA260618			37,837.80				2,117,075.30
Genesee & Wyoming, Inc.	CT43	RA260708 RA260710		199,387.39					2,316,462.69
First Energy	CT44	RA260403			265.23				2,316,727.92
Ascent Resources - Utica, LLC	CT45	Royalties			1,145.70				2,317,873.62
Ascent Resources - Utica, LLC	CT45	Royalties			605.34				2,318,478.96
Enterprise TE Products Pipeline Co LLC	CT45	RA260704			500.00				2,318,978.96
Columbia Gas of Ohio	CT45	RA260702			273.19				2,319,252.15
Monthly Total			0.00	199,387.39	41,032.23	0.00	2,671.99	24.21	243,115.82
Grand Total			628,301.98	1,130,383.01	538,497.56	500.00	21,241.51	328.09	2,319,252.15

Fiscal Year 2026 Agency Operations

Operating Expenses vs. Budget (through 1/31/26)



Operating Expenses vs. Budget (through 2/28/26)



ORDC Operations & Revolving Loan Fund Report as of February 2, 2026

	Spending authority	Cash
Fiscal Year 2026 Appropriation	\$ 3,110,047	
Cash Balance as of 2/2/26		\$ 12,348,666
<i>LESS: OPEN PRIOR YEAR ENCUMBRANCES</i>		\$ 5,844,714
<i>NET CASH AVAILABLE FOR 2026 USE</i>		\$ 6,503,952
Fiscal Year 2026 Appropriation		\$ 3,110,047
<i>LESS: PAYROLL AND OTHER COSTS (Budgeted)</i>	\$ 1,161,447	
<i>LESS: PROJECTS ENCUMBERED or DISBURSED</i>		
Cincinnati Planning Study - ORDC & RR shares	\$ 380,675	
Cambridge Systematics - BCA - COL Lincoln Ave	\$ 46,249	
Quandel Consultants - Federal Grant Assistance	\$ 299,980	
<i>LESS: PROJECTS APPROVED BUT NOT ENCUMBERED</i>		
Cuyahoga Valley Scenic Railway	\$ 900,000	
<i>LESS: PROPOSED COMMITMENTS FOR FY 2026</i>		
 <i>NET SPENDING AUTHORITY/CASH AVAILABLE*</i>	 \$ 321,695	 \$ 3,393,905

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

ORDC Operations & Revolving Loan Fund Report as of March 2, 2026

	Spending authority	Cash
Fiscal Year 2026 Appropriation	\$ 3,110,047	
Cash Balance as of 3/2/26		\$ 12,516,245
LESS: OPEN PRIOR YEAR ENCUMBRANCES		\$ 5,843,636
NET CASH AVAILABLE FOR 2026 USE		\$ 6,672,609
Fiscal Year 2026 Appropriation		\$ 3,110,047
LESS: PAYROLL AND OTHER COSTS (Budgeted)	\$ 1,161,447	
LESS: PROJECTS ENCUMBERED or DISBURSED		
Cincinnati Planning Study - ORDC & RR shares	\$ 380,675	
Cambridge Systematics - BCA - COL Lincoln Ave	\$ 46,249	
Quandel Consultants - Federal Grant Assistance	\$ 299,980	
Cuyahoga Valley Scenic Railway	\$ 900,000	
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED		
Grade Crossing Surface Metric	\$ 19,992	
LESS: PROPOSED COMMITMENTS FOR FY 2026		
Ross County Bridge Replacement	\$ 300,000	
NET SPENDING AUTHORITY/CASH AVAILABLE*	\$ 1,703	\$ 3,562,562

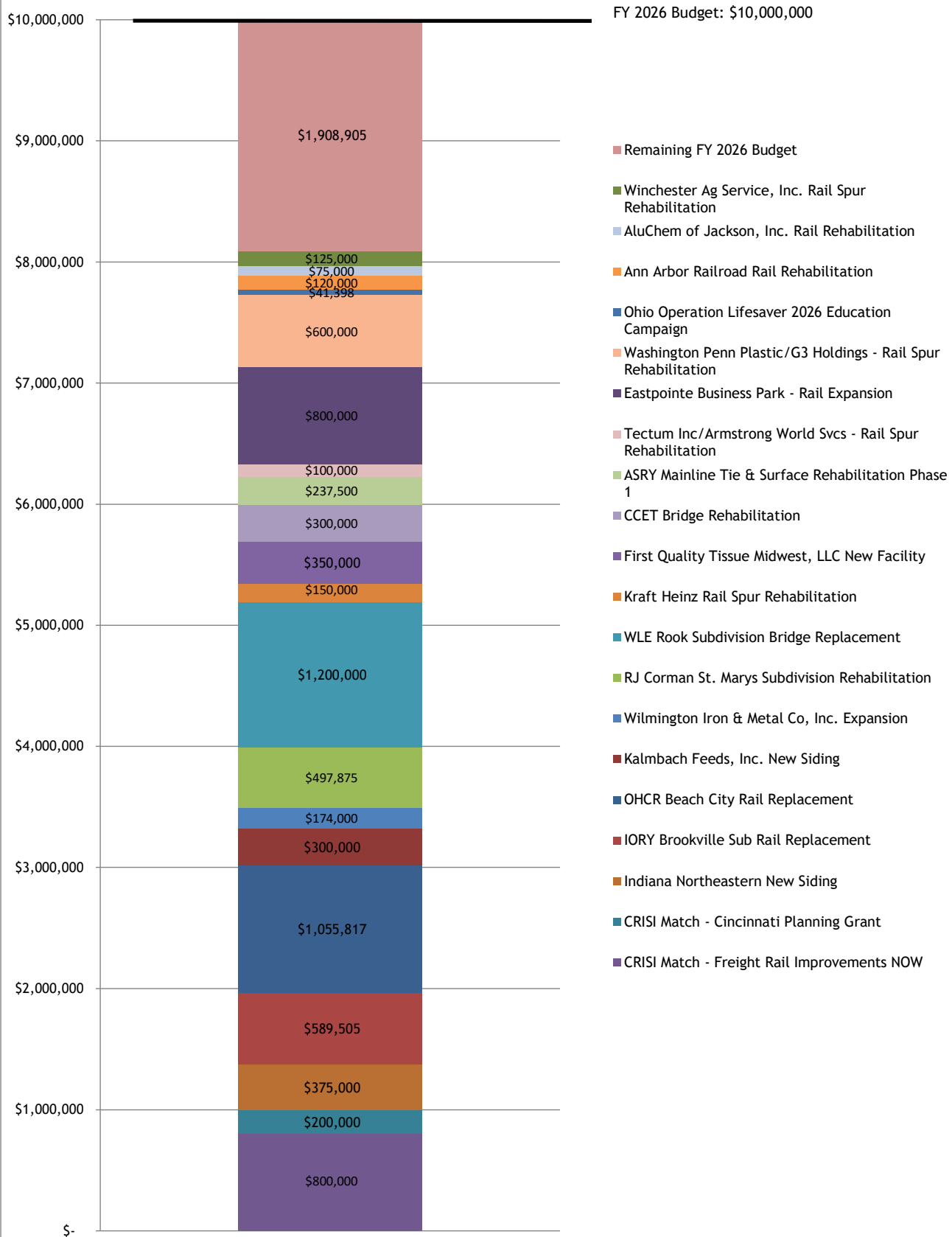
*Controlling Board approval will be necessary to fund projects beyond the available spending authority.

FISCAL YEAR 2026 BUDGET PROJECTION
3/11/2026

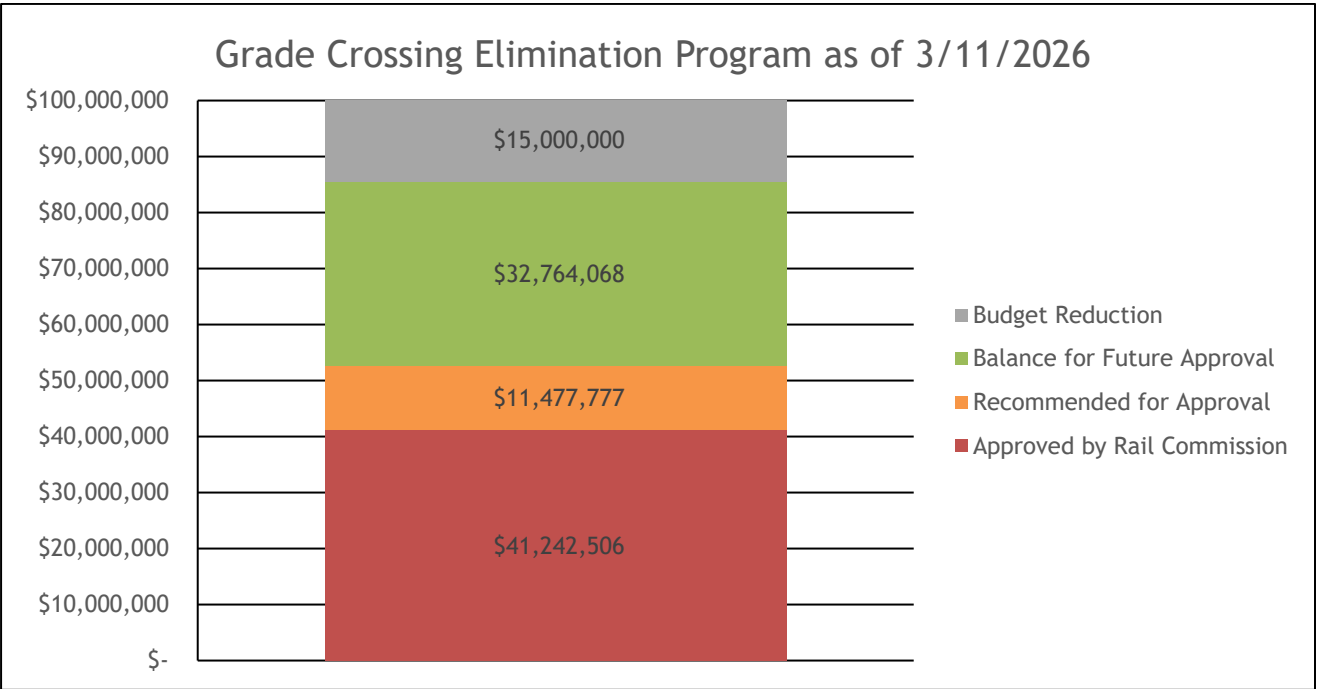
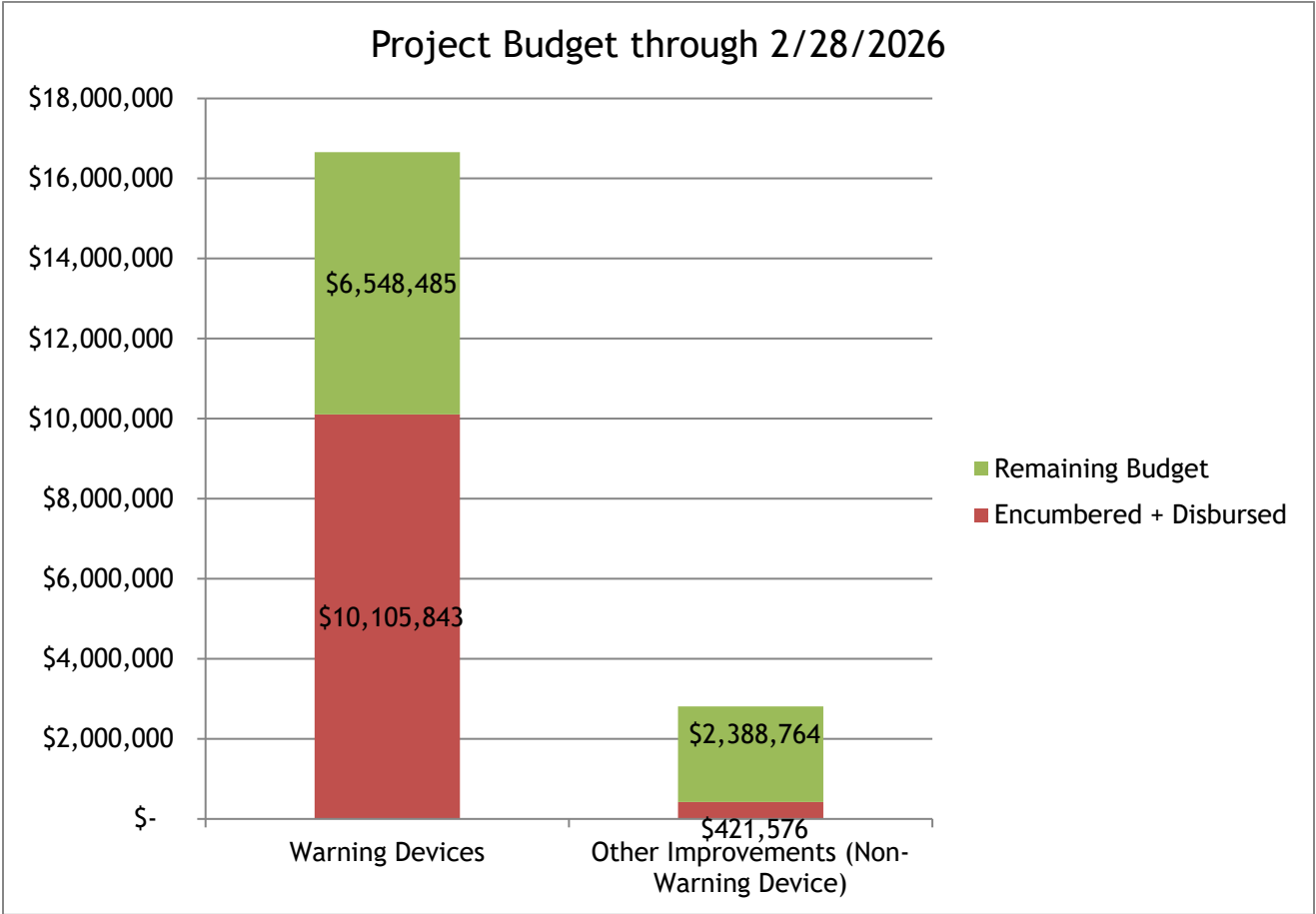
				Available Funds for FY 2026	State Grants	Federal Grants	Loans
					\$ 9,000,000	\$ 1,000,000	\$ 1,000,000
				Requested Funding	Committed/Approved Funding		
PROJECTS APPROVED				Total Project	Rail Portion		
CRISI Match - Cincinnati Planning Grant*	Planning	\$	2,000,000	\$	2,000,000	\$	200,000
CRISI Match - NOW*	Rehabilitation	\$	8,000,000	\$	8,000,000	\$	800,000
AluChem of Jackson, Inc. Rail Rehabilitation	Capacity	\$	150,000	\$	150,000	\$	75,000
Ann Arbor Railroad Rail Rehabilitation	Rehabilitation	\$	240,000	\$	240,000	\$	120,000
Ashland Railway - Mainline Tie and Surface Rehabilitation Phase 1	Rehabilitation	\$	475,000	\$	475,000	\$	237,500
Cincinnati Eastern Railroad - Bridge Rehabilitation	Rehabilitation	\$	600,000	\$	600,000	\$	300,000
Cuyahoga Valley Scenic Railway - Loan	Rehabilitation	\$	3,500,000	\$	3,500,000	\$	-
Eastpointe Business Park - Rail Expansion	Capacity	\$	2,861,895	\$	2,371,715	\$	800,000
First Quality Tissue Midwest, LLC New Facility	Attraction	\$	985,000,000	\$	>\$700,000	\$	350,000
Indiana Northeastern New Siding	Capacity	\$	750,000	\$	750,000	\$	375,000
IORY Brookville Subdivision Rail Replacement	Rehabilitation	\$	1,179,009	\$	1,179,009	\$	589,505
Kalmbach Feeds, Inc. New Siding	Expansion	\$	7,500,000	\$	5,600,000	\$	300,000
Kraft Heinz Rail Spur Rehabilitation	Rehabilitation-Retention	\$	1,450,274	\$	1,450,274	\$	150,000
OHCR Beach City Rail Replacement	Rehabilitation	\$	2,111,633	\$	2,111,633	\$	1,055,817
Ohio Operation Lifesaver 2026 Education Campaign	Safety	\$	47,898	\$	47,898	\$	41,398
RJ Corman St Marys Subdivision Rehabilitation	Rehabilitation	\$	995,750	\$	995,750	\$	497,875
Tectum, Inc./Armstrong World Industries Rail Spur Rehabilitation	Rehabilitation-Retention	\$	2,000,000	\$	2,000,000	\$	100,000
Washington Penn Plastic/G3 Holdings LLC Rail Spur Replacement	Rehabilitation-Retention	\$	3,000,000	\$	3,000,000	\$	600,000
Wilmington Iron & Metal Co, Inc. Expansion	Expansion	\$	17,400,000	\$	870,000	\$	174,000
WLE Rook Subdivision Bridge Replacement	Rehabilitation	\$	3,359,200	\$	3,359,200	\$	1,200,000
TOTAL OF APPROVED PROJECTS		\$	1,042,620,659	\$	38,700,479	\$	7,966,095
						\$ -	\$ 900,000
FY 2026 PROJECTS FOR APPROVAL							
Winchester Ag Service, Inc Rail Spur Rehabilitation	Rehabilitation-Expansion	\$	300,000	\$	300,000	\$	125,000
TOTAL FOR APPROVAL		\$	300,000	\$	300,000	\$	125,000
						\$ -	\$ -
FUNDING REMAINING IF ALL PROJECTS APPROVED						\$ 908,905	\$ 1,000,000
							\$ 100,000
ACTIVE COMMITMENTS							
Medina Track Replacement	Rehabilitation	\$	1,150,000	\$	1,150,000	\$	1,035,000
POR-Ravenna Private Crossing	Safety	\$	263,000	\$	263,000	\$	103,000
Project Elkhorn	Attraction	\$	20,000,000	\$	20,000,000	\$	457,000
Project Scent	Expansion	\$	2,000,000	\$	2,000,000	\$	200,000
WLE Justus DTMF Interlocking	Capacity	\$	280,356	\$	280,356	\$	140,178
TOTAL COMMITMENTS		\$	23,693,356	\$	23,693,356	\$	1,935,178
						\$ 903,178	\$ -
FUNDING REMAINING AFTER APPROVED PROJECTS AND COMMITMENTS						\$ 5,727	\$ 1,000,000
							\$ 100,000

*Project approved in prior fiscal year

Fiscal Year 2026 Grant Commitments vs. Budget (State and Federal)



Fiscal Year 2026 Grade Crossing Program Budgets





Rail Development Commission

Cincinnati Eastern Railroad (CCET)
CRISI Grant - Main Line Rehabilitation
Hamilton County, OH to Adams County, OH

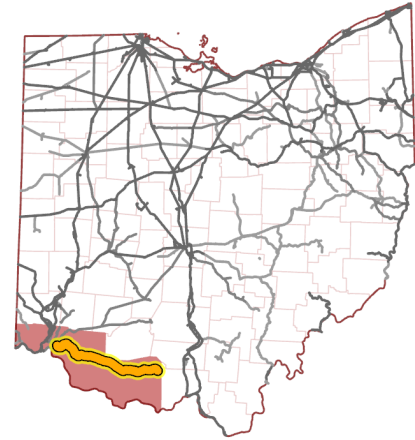
Project Funding

ORDC Grant	\$	1,000,000	(10%)
Private (CCET)	\$	1,130,000	(11%)
CRISI Grant	\$	8,250,000	(79%)
Total Investment	\$	10,380,000	

Project Description

The Cincinnati Eastern Railroad (CCET) is partnering with the Ohio Rail Development Commission (ORDC) on a submission to the Federal Railroad Administration's upcoming Consolidated Railroad Infrastructure and Safety Improvement (CRISI) grant program.

This project will rehabilitate the CCET main line between Milepost 9 and Milepost 78.5. The current track is operating on FRA Excepted track standards. At the end of this project, the track will be classified as FRA Class 2 track.

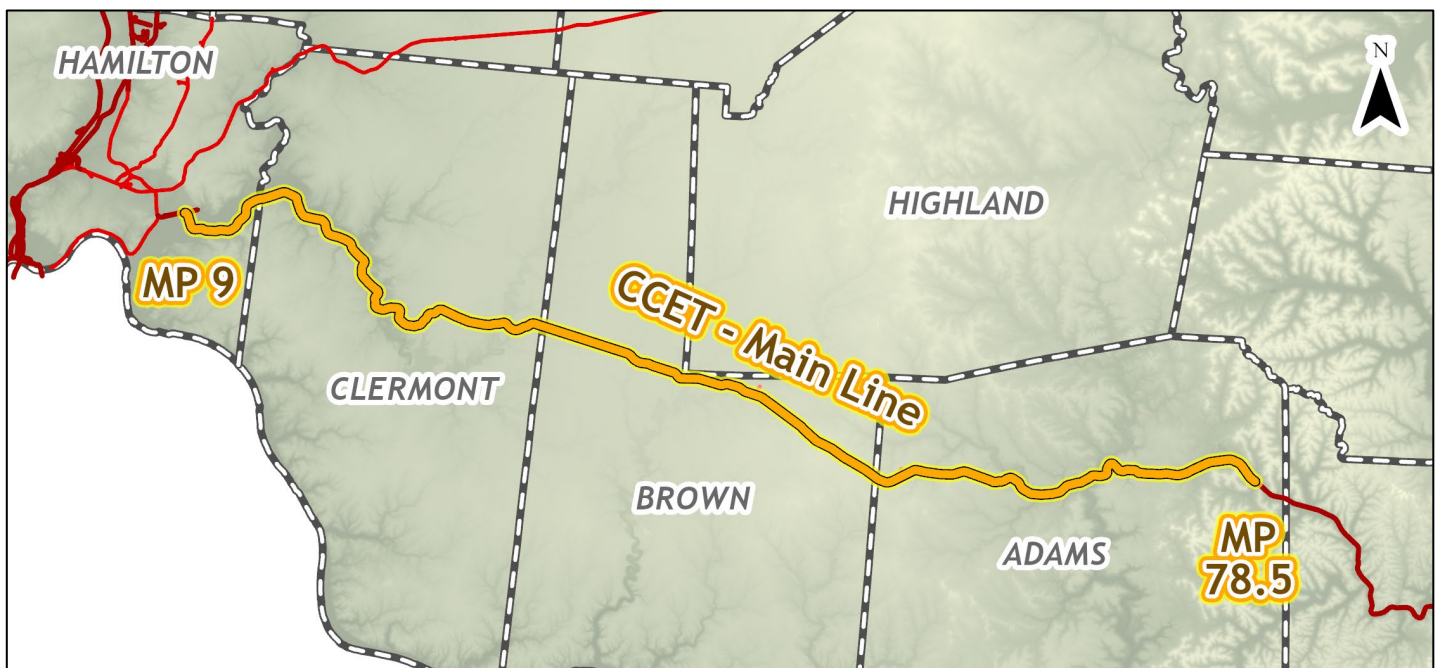


Hamilton, Clermont, Brown,
& Adams Counties

Project Benefits

Efficient Railways

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





Project Summary

Cincinnati Eastern Railroad (CCET) operates on 69.8 miles of track that extends from Clare Yard in Mariemont, OH to Peebles, OH and interchanges with Norfolk Southern in Clare Yard. CCET moves aggregate, limestone, corn, raw crossties, and paper. CCET provides storage and offers multiple transloading options. The CCET and ORDC have partnered on many smaller projects over the years including as recently as November 2025 when the Commission approved a grant for a large bridge repair project. Unfortunately, neither the CCET nor the ORDC have the resources for a project of the magnitude needed to strategically improve the rail line from its current condition to FRA Class II track.

This project includes the rehabilitation of the CCET main line between Milepost 9 and Milepost 78.5. The project scope—including installation of 60,000 crossties, 69 miles of surfacing, switch tie work, bolt tightening, and ballast placement to remediate erosion—will restore the line to a safe, reliable condition and improve operating performance for decades. This investment addresses decades of deferred maintenance on a critical corridor currently operating at FRA Excepted track standards. These conditions impose slow orders, restrict car movements, and increase the risk of service disruptions.

The corridor supports several major industrial employers whose operations rely on dependable rail service. Heidelberg Materials ships significant volumes of stone; Huhtamaki in Batavia depends on boxcar service for packaging products; and the new Nestlé Purina facility in Afton will rely heavily on covered hopper service for inbound ingredients and outbound dry pet food products. These shippers represent substantial regional investment and employment, and the proposed improvements will enhance service reliability, reduce delays, and support continued industrial growth.

Work is anticipated to begin in early 2027, following FRA award and obligation, with construction occurring from spring through late fall 2027. Substantial completion is expected by December 2027, with final closeout in early 2028.

Staff Recommendations

Upon approval of this resolution both the Rail Commission's administration of the grant and the Rail Commission's funding share will be approved.

RESOLUTION 26-02
RE: CINCINNATI EASTERN RAILROAD CRISI
GRANT FUNDING

A RESOLUTION SUPPORTING THE JOINT APPLICATION FOR THE CINCINNATI EASTERN RAILROAD PROJECT TO THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (“CRISI”) GRANT PROGRAM.

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 making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the “Act”) proposed to be provided; and

WHEREAS, Cincinnati Eastern Railroad (CCET) (the “Company”) has requested the ORDC’s help in submitting a CRISI application for the upcoming Fiscal Year 2025/26 funding round; and

WHEREAS, ORDC will sponsor, participate in funding, and jointly submit a CRISI application with the Company on or before the CRISI deadline; and

WHEREAS, the ORDC is authorized by ORC 4981.031 to apply for and receive from the United States government loans and grants (subject to the approval of the Governor, as specified in ORC 4981.14(10)) in accordance with any federal law or program concerning rail transportation; 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 supports the continued planning and development of this CRISI grant and authorizes Staff to undertake a variety of administrative roles determined to be necessary and positive to the development of said potential CRISI grant, including but not limited to drafting and/or review of the grant application, submission of the grant application to the Federal Railroad Administration, administrative support in the event of a CRISI award, and funding support as outlined in Exhibit A.

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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
Date 3/19/2026

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.

Pamela Boratyn, Chair

3/19/2026
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 Million Dollars (\$1,000,000) for the rehabilitation of the CCET main-line segment between Milepost 9 and Milepost 78.5. as described in ORDC's Federal Railroad Administration ("FRA") Consolidated Rail Infrastructure and Safety Improvement ("CRISI") grant application to be submitted as part of the Fiscal Year 2025/26 funding round (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.
3. This funding approval is contingent upon the award of a federal CRISI award for the Project and subject to the availability of appropriations.

ORDC also hereby approves the acceptance and administration of federal funds in the amount of \$8,250,000, should ORDC be successful in obtaining the CRISI grant. The administrative activities of ORDC include environmental review, grant administration and closeout, and other duties mandated by the FRA.



Rail Development Commission

Indiana & Ohio Railway (IORY) & WESTCO CRISI Grant - Double Stack Clearance Western Ohio

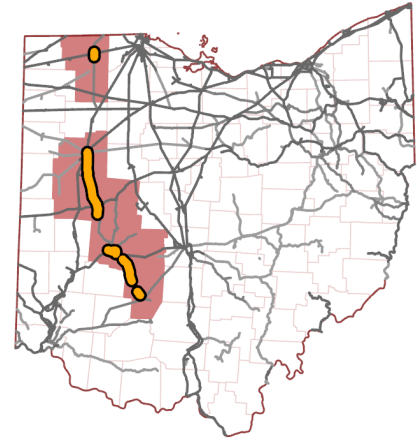
Project Funding

ORDC	\$	1,750,000	(4%) ¹
Private (IORY)	\$	Up to 20,147,580	(50%)
WESTCO	\$	1,336,155	(3%)
CRISI Grant	\$	Up to 27,880,482	(50%)
Total Investment	\$	\$46,467,470	

Project Description

The Indiana & Ohio Railway (IORY) & the West Central Ohio Port Authority (WESTCO) are partnering with the Ohio Rail Development Commission (ORDC) on a submission to the Federal Railroad Administration's upcoming Consolidated Railroad Infrastructure and Safety Improvement (CRISI) grant program.

The West Central Ohio Double Stack Clearance project will improve the vertical clearance to height-restricted overhead bridges in Springfield, allowing full double stack clearance and safe and efficient rail service over IORY to the Central Ohio Logistics Center in Jeffersonville.

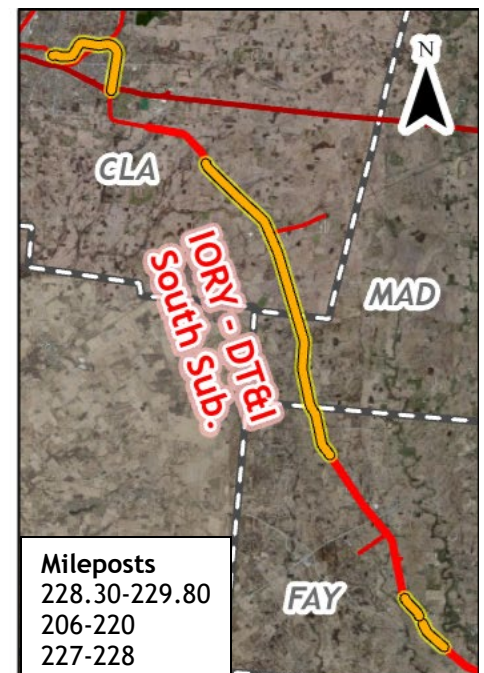
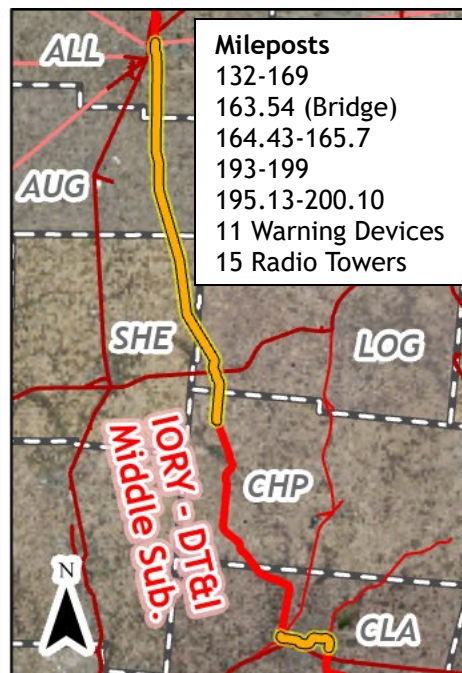


Multiple Counties Across Ohio

Project Benefits

Efficient Railways

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



Source: Ohio Rail Data, OSIP Imagery

¹ Including the \$1 million approved in Resolution 24-24 (Springfield Undercutting).



Project Summary

The West Central Ohio Double Stack Clearance project is located on the DTI Subdivision consisting of approximately 190 miles of track from the IORY interchange with CN at Diann, Michigan, to Washington Court House, Ohio. IORY owns the track from MP39.8 to MP202.70 in Springfield, known as the DTI North and DTI Middle. WESTCO owns from MP202.70 Springfield to MP229.80 in Washington Court House, known as the DTI South. IORY operates the trains and handles maintenance over both segments, however capital expenditures are funded by WESTCO on the portion under their ownership.

In July 2024, the Rail Commission approved an Indiana & Ohio Railway (“IORY”) request for a grant in the amount of \$1,000,000 to address vertical clearance restrictions by lowering the IORY Mainline through Springfield, OH and provide double-stack intermodal service to Jeffersonville, OH. After completing final design and bidding, the project cost for the clearance improvements increased from \$7M to \$14M due to utility relocation, stormwater management, and need for retaining walls. Due to the significant increase in project cost, the project is now proposed to be included in a larger CRISI application that will support intermodal service on the line between Michigan to Washington Court House, Ohio.

In addition to the vertical clearance improvements in Springfield, the project will complete rail upgrades to improve velocity, reduce speed restrictions, reduce defects, and improve reliability of the infrastructure to support time sensitive intermodal shipments. All work is within the State of Ohio and consists of the following improvements:

- Replace 19 linear miles of high defect jointed rail with 115RE continuous welded rail
- 62 linear miles of jointed rail welded into continuous welded rail
- Track lowering to provide full double stack clearances
- Restore 1.27 mile siding in Quincy to increase capacity and install radio-controlled power switches
- Fix 1 bridge with 10mph temporary speed restriction
- Automatic warning device upgrades at 12 locations
- Upgrade/replace 15 radio communication towers

Staff Recommendations

Upon approval of this resolution both the Rail Commission’s administration of the grant and the Rail Commission’s funding share will be approved. Approval of this resolution will also add the Project to the State Rail Plan.

**RESOLUTION 26-03
RE: IORY-WESTCO CRISI
GRANT FUNDING**

A RESOLUTION SUPPORTING THE JOINT APPLICATION FOR THE IORY-WESTCO PROJECT TO THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (“CRISI”) GRANT PROGRAM.

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 making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the “Act”) proposed to be provided; and

WHEREAS, the Indiana & Ohio Railway Company (IORY) and West Central Ohio Port Authority (WESTCO) (the “Company”) has requested the ORDC’s help in submitting a CRISI application for the upcoming Fiscal Year 2025/26 funding round; and

WHEREAS, ORDC will sponsor, participate in funding, and jointly submit a CRISI application with the Company on or before the CRISI deadline; and

WHEREAS, on July 25, 2024, the ORDC approved a grant of \$1 million in state funding for this project by Resolution 24-24; and

WHEREAS, the ORDC is authorized by ORC 4981.031 to apply for and receive from the United States government loans and grants (subject to the approval of the Governor, as specified in ORC 4981.14(10)) in accordance with any federal law or program concerning rail transportation; 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 supports the continued planning and development of this CRISI grant and authorizes Staff to undertake a variety of administrative roles determined to be necessary and positive to the development of said potential CRISI grant, including but not limited to drafting and/or review of the grant application, submission of the grant application to the Federal Railroad Administration, administrative support in the event of a CRISI award, and

funding support as outlined in Exhibit A.

Section 2. That the Rail Project under contemplation by this Resolution shall be appended to Appendix B - Proposed Freight Projects of the State Rail Plan.

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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____

Motion Denied _____

Other Action _____

Date 3/19/2026

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.

Pamela Boratyn, Chair

3/19/2026
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 Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) for a project to improve the vertical clearance to height restricted overhead bridges in Springfield, allowing full double stack clearance over IORY to the Central Ohio Logistics Center in Jeffersonville. Additionally, the project will complete rail upgrades to improve velocity, reduce speed restrictions, reduce defects, and improve reliability of the infrastructure to support time sensitive intermodal shipments as described in ORDC's Federal Railroad Administration ("FRA") Consolidated Rail Infrastructure and Safety Improvement ("CRISI") grant application to be submitted as part of the Fiscal Year 2025/26 funding round (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. One Million (1,000,000) of the One Million Seven Hundred Fifty Thousand Dollars (\$1,750,000) ORDC share was approved in Resolution 24-24 as the IORY Springfield Undercutting project.
3. The Company shall be responsible for any and all costs in excess of the ORDC Grant.
4. This funding approval is contingent upon the award of a federal CRISI award for the Project and subject to the availability of appropriations.

ORDC also hereby approves the acceptance and administration of federal funds in the amount of up to \$27,880,482, should ORDC be successful in obtaining the CRISI grant. The administrative activities of ORDC include environmental review, grant administration and closeout, and other duties mandated by the FRA.



Rail Development Commission

Indiana Northeastern Railroad Co. (INE)
CRISI Grant - Main Line Rehabilitation
Williams County, OH

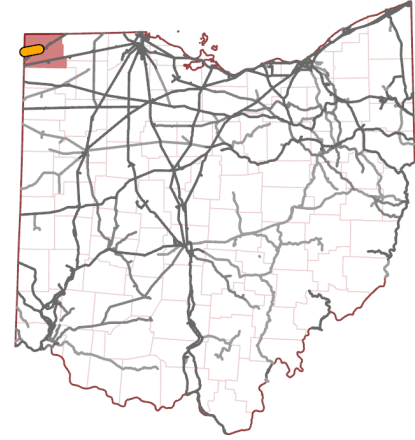
Project Funding

ORDC Grant	\$	700,000	(9%) ¹
Private (INE)	\$	1,535,000	(21%)
CRISI Grant	\$	5,215,000	(70%)
Total Investment	\$	7,450,000	

Project Description

The Indiana Northeastern Railroad Company (INE) is partnering with the Ohio Rail Development Commission (ORDC) on a submission to the Federal Railroad Administration's upcoming Consolidated Railroad Infrastructure and Safety Improvement (CRISI) grant program.

This project will upgrade approximately 8.55-miles of the Wabash Mainline from the Pergo turnout to the Indiana state line. Work will include replacing 7.87-miles of old 110# rail with heavier 115# rail, installing over 7,000 new crossties, and surfacing the entire segment.

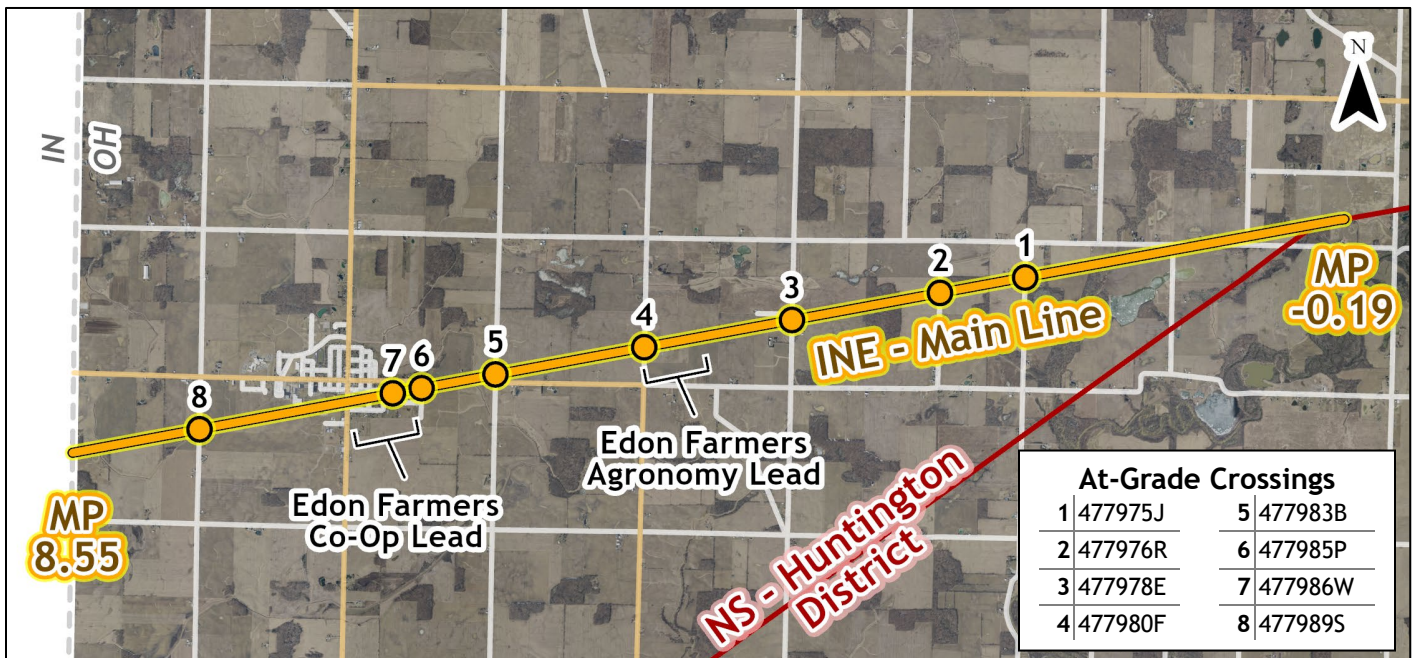


Williams County

Project Benefits

Efficient Railways

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



Source: Ohio Rail Data, OSIP Imagery

¹ 9% of total rail project cost, up to 700,000.



Project Summary

The Indiana Northeastern Railroad Company (INE) operates approximately 50 miles of railroad in Michigan, 44 miles in Indiana, and 9 miles in Ohio. The proposed CRISI project will be entirely located within Ohio. Over 30 years ago, the former rail lines of the Wabash Railroad and New York Central were nearly abandoned after decades of disuse and disinvestment. The Indiana Northeastern Railroad Company was formed to slowly rehabilitate the line and guarantee rail service to the largely agrarian region. Today, the Indiana Northeastern carries nearly 7,000 car loads a year and services over 25 customers in three states.

The project scope and some highlights include the following:

- Wabash Mainline between MP -00.19 and MP 08.55 (Pergo turnout/interchange with Norfolk Southern to the Indiana State Line)
 - Replace 7.87 track miles of 100-year-old 110# rail with new 115# rail
 - New tie plates, joint bars, anchors, spikes, and bolt sets
 - Installation of 6,600 new crossties and 50 new switch ties
 - Replacement of four 110# turnouts with new 115# x #10 turnouts
 - Surfacing of 8.74 miles of main track
 - Rebuild 8 at-grade crossings with 115# rail (county/village road surfaces)
 - Addition of 3,700 tons of limestone ballast
- Edon Side Tracks (approx. 0.91 miles of siding)
 - Remove old 90# rail and cascade/install good relay 110# rail from the mainline
 - Replace 778 crossties in the side tracks
 - Reuse relay hardware from the main track
 - Improve drainage, add ballast and surface, line and dress the side tracks

Staff Recommendations

Upon approval of this resolution both the Rail Commission's administration of the grant and the Rail Commission's funding share will be approved. Approval of this resolution will also add the Project to the State Rail Plan.

RESOLUTION 26-04
RE: INDIANA NORTHEASTERN RAILROAD COMPANY CRISI
GRANT FUNDING

A RESOLUTION SUPPORTING THE JOINT APPLICATION FOR THE INDIANA NORTHEASTERN RAILROAD COMPANY PROJECT TO THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (“CRISI”) GRANT PROGRAM.

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 making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the “Act”) proposed to be provided; and

WHEREAS, Indiana Northeastern Railroad Company (INE) (the “Company”) has requested the ORDC’s help in submitting a CRISI application for the upcoming Fiscal Year 2025/26 funding round; and

WHEREAS, ORDC will sponsor, participate in funding, and jointly submit a CRISI application with the Company on or before the CRISI deadline; and

WHEREAS, the ORDC is authorized by ORC 4981.031 to apply for and receive from the United States government loans and grants (subject to the approval of the Governor, as specified in ORC 4981.14(10)) in accordance with any federal law or program concerning rail transportation; 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 supports the continued planning and development of this CRISI grant and authorizes Staff to undertake a variety of administrative roles determined to be necessary and positive to the development of said potential CRISI grant, including but not limited to drafting and/or review of the grant application, submission of the grant application to the Federal Railroad Administration, administrative support in the event of a CRISI award, and funding support as outlined in Exhibit A.

Section 2. That the Rail Project under contemplation by this Resolution shall be

appended to Appendix B - Proposed Freight Projects of the State Rail Plan.

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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
Date 3/19/2026

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.

Pamela Boratyn, Chair

3/19/2026
Date

EXHIBIT A

A grant to the Company pursuant to Section 4981.032 of the Ohio Revised Code in the amount of Nine Percent (9%) up to Seven Hundred Thousand Dollars (\$700,000) to upgrade approximately the 8.55-miles of the Wabash Mainline from the Pergo turnout to the Indiana state line. Work will include replacing 7.87-miles of old 110# rail with heavier 115# rail, installing over 7,000 new crossties, and surfacing the entire segment as described in ORDC's Federal Railroad Administration ("FRA") Consolidated Rail Infrastructure and Safety Improvement ("CRISI") grant application to be submitted as part of the Fiscal Year 2025/26 funding round (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.
3. This funding approval is contingent upon the award of a federal CRISI award for the Project and subject to the availability of appropriations.

ORDC also hereby approves the acceptance and administration of federal funds in the amount of \$5,215,000 should ORDC be successful in obtaining the CRISI grant. The administrative activities of ORDC include environmental review, grant administration and closeout, and other duties mandated by the FRA.

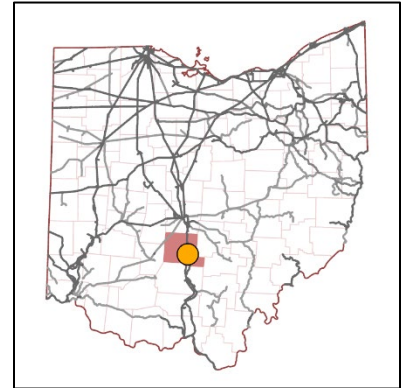


Rail Development Commission

Grade Crossing Elimination Program Grade Separation Project S Court St - City of Circleville

Project Funding

Original ORDC (OGCEP)	\$	2,500,000
Contingency (OGCEP)	\$	3,750,000
City of Circleville	\$	2,500,000
Federal (RCEP)	\$	20,000,000
Total Investment	\$	28,750,000



Pickaway County

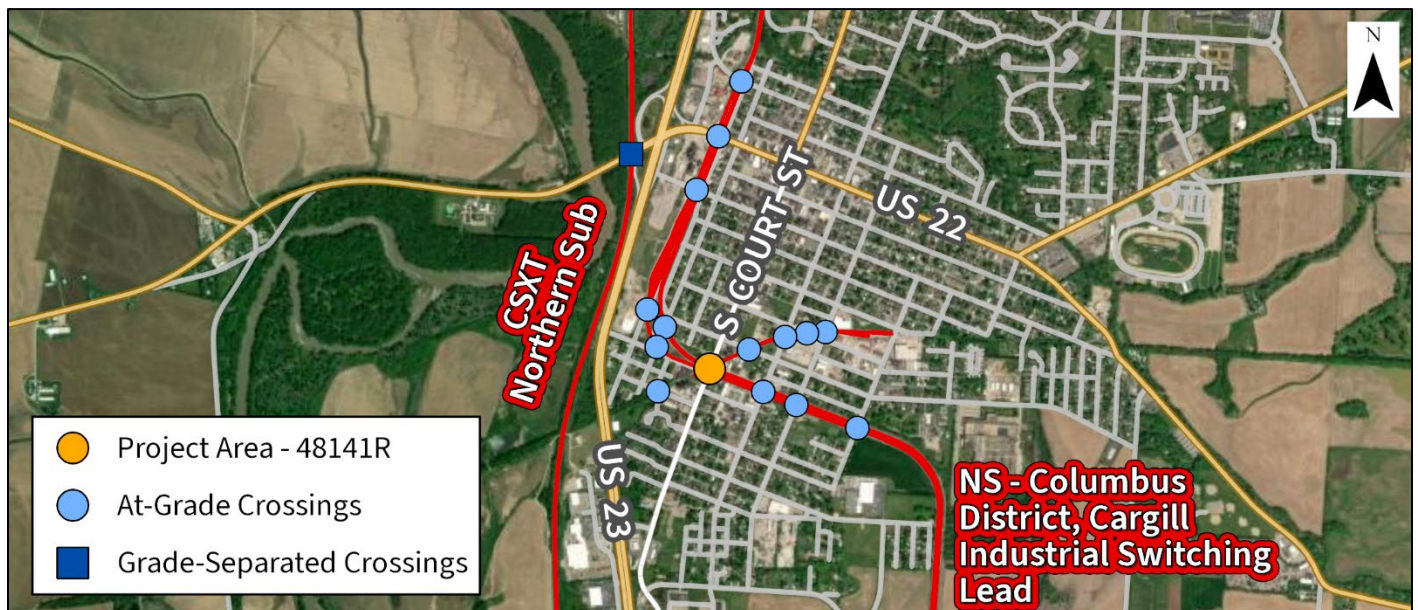
Project Description

In 2024, the Rail Commission approved sponsorship of an application to the Federal Railroad Administration's (FRA) Railroad Crossing Elimination (RCE) grant program for a grade separation at South Court Street in the City of Circleville. The Commission also approved a grant of \$2.5 million in state grade crossing elimination funds to match the community's \$2.5 million funding commitment. In 2025, the Rail Commission was awarded \$20 million from the FRA for the project.

As the direct recipient of federal funding, ORDC is the responsible party to ensure the project is completed. Due to the sunset of the state funding, staff requests approval of this contingency funding to mitigate future financial liabilities for ORDC.

Project Benefits

- Improve safety, traffic flow, and emergency service response times to the southern portion of Circleville
- The project will eliminate one existing at-grade railroad crossing
- Allow traffic to continue over the most used thoroughfare of the City





Crossing Overview

Project Location	PIC Circleville S Court St 48141R
Operating Railroad	Norfolk Southern Railway Company (NS)
Average Annual Daily Traffic	7614
Total Trains Per Day	22
Hazard Ranking	201 out of the 5,600+ at-grade crossings in Ohio
RCCII Score	3.16 out of 5.00; statewide median score is 2.59
Total Cost Estimate	\$28,750,000

Community Overview

The City of Circleville is the county seat in Pickaway County and is located 25 miles South of Columbus. This community of 13,927 previously received funding from the Rail Commission to close three at-grade crossings on NS rail lines. The City is using those funds to support development of this grade separation project. This project will allow the City to focus their efforts on improving emergency service access to the southern portion of the City.

Staff Recommendations

The Ohio Rail Development Commission Staff recommends the contingency to be added to the original ORDC grant to ensure the project runs smoothly throughout construction. The added contingency funds will only be expended if other resources are insufficient to complete the project.

RESOLUTION 26-05
RE: CIRCLEVILLE GRADE SEPARATION
OGCEP PROJECT

A RESOLUTION SUPPORTING THE OHIO RAIL DEVELOPMENT COMMISSION’S CONTINUED PARTNERSHIP AND DEVELOPMENT OF A RAILROAD CROSSING ELIMINATION PROJECT AND DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO CITY OF CIRCLEVILLE 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 developing, promoting, and supporting safe, adequate and efficient rail service throughout the state under Chapter 4981 of the Ohio Revised Code (the “Act”); and

WHEREAS, the ORDC has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Act proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the City of Circleville (the “City”); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the City; 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, on January 10, 2025, the Federal Railroad Administration announced the award of \$20 million for this project; and

WHEREAS, on September 19, 2024, the ORDC approved a grant of \$2.5 million from the Ohio Grade Crossing Elimination Program for this project by Resolution 24-30; 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 in Exhibit A to be provided under the Act to assist the City with the Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the City, 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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
Date 3/19/26

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.

Pamela Boratyn, Chair

3/19/26
Date

EXHIBIT A

A grant to the City pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to Three Million Seven Hundred Fifty Thousand Dollars (\$3,750,000) (the “ORDC Grant”) as a contingency for a grade separation project at S. Court Street in the City of Circleville (the “Project”).

The ORDC Grant is subject to the following conditions:

1. The City must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.
2. The City shall be responsible for any and all costs in excess of the ORDC Grant.

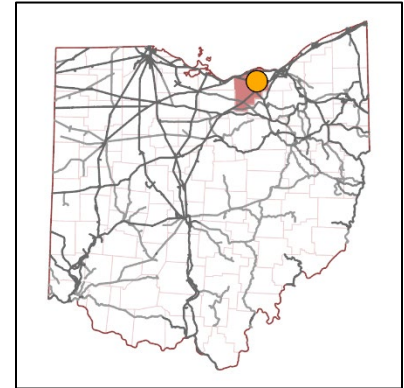


Rail Development Commission

Grade Crossing Elimination Program Grade Separation Project Race Road - City of North Ridgeville

Project Funding

ORDC (OGCEP)	\$	3,300,000
Contingency	\$	3,300,000
North Ridgeville	\$	3,300,000
Railroad (NS)	\$	150,000
Federal (RCEP)	\$	26,250,000
Total Investment	\$	36,300,000



Lorain County

Project Description

In 2024, the Rail Commission approved sponsorship of an application to the Federal Railroad Administration's (FRA) Railroad Crossing Elimination (RCE) grant program for a grade separation at Race Road in the City of North Ridgeville. The Commission also approved a grant of \$3.3 million in state grade crossing elimination funds to match the community's \$3.3 million funding commitment. In 2025, the Rail Commission was awarded \$26,250,000 from the FRA for the project.

As the direct recipient of federal funding, ORDC is the responsible party to ensure the project is completed. Due to the sunset of the state funding, staff requests approval of this contingency funding to mitigate future financial liabilities for ORDC.

Project Benefits

- Close two existing at-grade crossings on the Norfolk Southern Mainline
- Improve emergency response times in the southeast quadrant of the City





Rail Development Commission

Grade Crossing Elimination Program Grade Separation Project Race Road - City of North Ridgeville

Crossing Overview

Project Location	Race Road (523848J)	Maddock Road (523847C)
Operating Railroad	Norfolk Southern Railway Company (NS)	Norfolk Southern Railway Company (NS)
Average Annual Daily Traffic	1523	1593
Total Trains Per Day	48	48
Hazard Ranking Out of the 5,600+ at-grade crossings in Ohio	487	463
RCCII Score Out of 5.00; statewide median score is 2.59	3.65	3.61
Total Cost Estimate	\$36,300,000	

Community Overview

Situated in Northeast Ohio in Lorain County, the City of North Ridgeville is approximately five miles wide and bisected by the Norfolk Southern Railroad. This community is home to 35,280 residents and is 15 minutes from the Cleveland Hopkins International Airport. The City has been in talks with Norfolk Southern over the past two years regarding the permanent closure of Maddock Road at the crossing due to the deteriorating conditions of the culvert that runs under the road at the crossing point. The community has experienced blocked crossings in the area and this project will provide improved connectivity and fluidity in the area.

Staff Recommendations

The Ohio Rail Development Commission Staff recommends the contingency to be added to the original ORDC grant to ensure the project runs smoothly throughout construction. The added contingency funds will only be expended if other resources are insufficient to complete the project.

RESOLUTION 26-06
RE: NORTH RIDGEVILLE GRADE SEPARATION
OGCEP PROJECT

A RESOLUTION SUPPORTING THE OHIO RAIL DEVELOPMENT COMMISSION’S CONTINUED PARTNERSHIP AND DEVELOPMENT OF A RAILROAD CROSSING ELIMINATION PROJECT AND DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO CITY OF NORTH RIDGEVILLE 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 developing, promoting, and supporting safe, adequate and efficient rail service throughout the state under Chapter 4981 of the Ohio Revised Code (the “Act”); and

WHEREAS, the ORDC has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Act proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the City of North Ridgeville (the “City”); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the City; 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, on January 10, 2025, the Federal Railroad Administration announced the award of \$26.25 million for this project; and

WHEREAS, on September 19, 2024, the ORDC approved a grant of \$3.3 million from the Ohio Grade Crossing Elimination Program for this project by Resolution 24-32; and

WHEREAS, there is currently uncertainty regarding discretionary programs at the federal level; and

WHEREAS, the ORDC wishes to secure funding for this project; 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 in Exhibit A to be provided under the Act to assist the City with the Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the City, 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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
Date 3/19/2026

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.

Pamela Boratyn, Chair

3/19/2026
Date

EXHIBIT A

A grant to the City pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to Three Million Three Hundred Thousand Dollars (\$3,300,000) (the “ORDC Grant”) as a contingency for a grade separation project at Race Road in the City of North Ridgeville (the “Project”).

The ORDC Grant is subject to the following conditions:

1. The City must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.
2. The City shall be responsible for any and all costs in excess of the ORDC Grant.

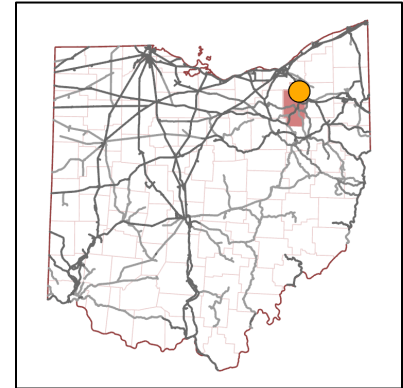


Rail Development Commission

Grade Crossing Elimination Program Grade Separation Project Hines Hill Rd - City of Hudson

Project Funding

Original ORDC (OGCEP)	\$	2,886,174
Contingency (OGCEP)	\$	1,950,000
City of Hudson	\$	2,886,174
Railroad (NS)	\$	75,000
Federal (RCEP)	\$	13,705,000
Total Investment	\$	21,502,348



Summit County

Project Description

In 2024, the Rail Commission approved sponsorship of an application to the Federal Railroad Administration's (FRA) Railroad Crossing Elimination (RCE) grant program for a grade separation at Hines Hill Road in the City of Hudson. The Commission also approved a grant of \$2,886,174 in state grade crossing elimination funds to match the community's \$2,886,174 funding commitment. In 2025, the Rail Commission was awarded \$13,705,000 from the FRA to fund the project.

As the direct recipient of federal funding, ORDC is the responsible party to ensure the project is completed. Due to the sunset of the state funding, staff requests approval of this contingency funding to mitigate future financial liabilities for ORDC.

Project Benefits

- Improve safety, traffic flow, and emergency service response times to the northwestern area of the City of Hudson
- Eliminate an at grade crossing that experiences a high amount of train traffic
- Eliminate the need to dispatch two units for every emergency call to the northwest side of the community to avoid potential emergency services delays due to a blocked crossing





Crossing Overview

Project Location	SUM Hudson CR 115 Hines Hill Rd 503034K
Operating Railroad	Norfolk Southern Railway Company (NS) & CSX
Average Annual Daily Traffic	4,035
Total Trains Per Day	45
Hazard Ranking	357 out of the 5,600+ at-grade crossings in Ohio
RCCII Score	3.47 out of 5.00; statewide median score is 2.59
Total Cost Estimate	\$21,502,348

Community Overview

The City of Hudson is in northern Summit County between Cleveland and Akron. This community of 22,000 residents hosts 275 businesses. The city has focused its development efforts on revitalizing outdated commercial spaces and encouraging pedestrian friendly mixed-use development.

Staff Recommendations

The Ohio Rail Development Commission Staff recommends the contingency to be added to the original ORDC grant to ensure the project runs smoothly throughout construction. The contingency will only be expended if other resources are insufficient to complete the project.

RESOLUTION 26-07
RE: HUDSON GRADE SEPARATION
OGCEP PROJECT

A RESOLUTION SUPPORTING THE OHIO RAIL DEVELOPMENT COMMISSION’S CONTINUED PARTNERSHIP AND DEVELOPMENT OF A RAILROAD CROSSING ELIMINATION PROJECT AND DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO CITY OF HUDSON 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 developing, promoting, and supporting safe, adequate and efficient rail service throughout the state under Chapter 4981 of the Ohio Revised Code (the “Act”); and

WHEREAS, the ORDC has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Act proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the City of Hudson (the “City”); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the City; 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, on January 10, 2025, the Federal Railroad Administration announced the award of \$13,705,000.00 for this project; and

WHEREAS, on January 18, 2024, the ORDC approved a grant of \$2,886,174 from the Ohio Grade Crossing Elimination Program for this project by Resolution 24-03; and

WHEREAS, there is currently uncertainty regarding discretionary programs at the federal level; and

WHEREAS, the ORDC wishes to secure funding for this project; 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 in Exhibit A to be provided under the Act to assist the City with the Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the City, 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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
Date 3/19/2026

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.

Pamela Boratyn, Chair

3/19/2026
Date

EXHIBIT A

A grant to the City pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to One Million Nine Hundred Fifty Thousand Dollars (\$1,950,000) (the “ORDC Grant”) as a contingency for a grade separation project at Hines Hill Road in the City of Hudson (the “Project”).

The ORDC Grant is subject to the following conditions:

1. The City must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.
2. The City shall be responsible for any and all costs in excess of the ORDC Grant.

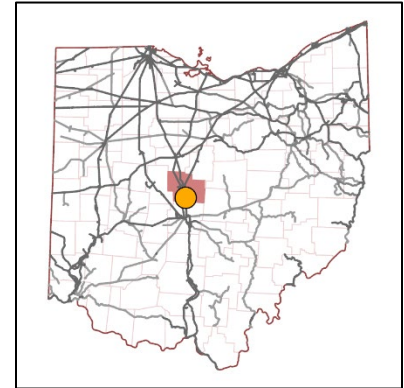


Rail Development Commission

Grade Crossing Elimination Program Grade Separation Project E Orange Road - Lewis Center

Project Funding

Original ORDC (OGCEP)	\$	5,000,000
Added CE & I	\$	2,477,777
Delaware County	\$	10,953,170
Various Commercial TIF	\$	2,500,000
MORPC	\$	8,387,599
Federal (RCEP)	\$	21,000,000
Total Investment	\$	50,318,546



Delaware County

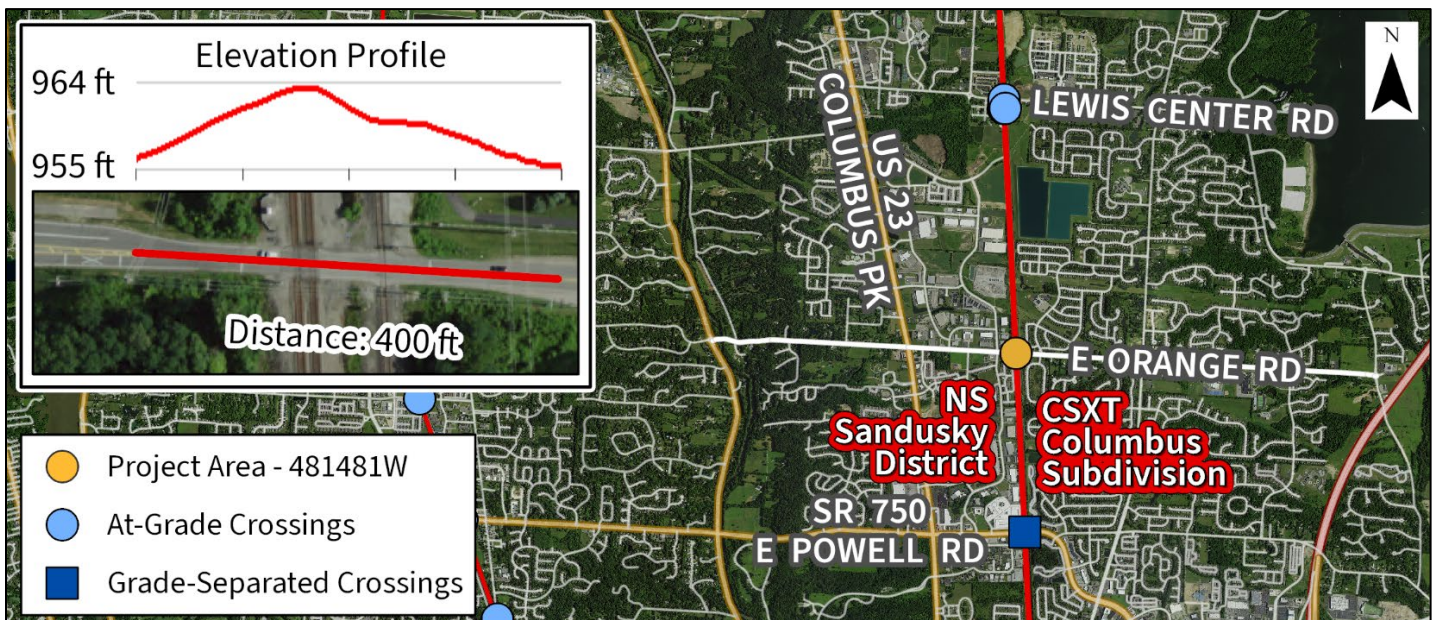
Project Description

In 2024, the Rail Commission approved sponsorship of an application to the Federal Railroad Administration's (FRA) Railroad Crossing Elimination (RCE) grant program for a grade separation at East Orange Road in Delaware County. The Commission also approved a grant of \$5 million in state grade crossing elimination funds to match the community's \$10.95 million funding commitment.

In 2025, the Rail Commission was awarded \$21 million from the FRA for the project. The project was originally scoped to be overseen by ODOT. However, ODOT has requested a preference for local oversight where possible. This change necessitates the need for additional consultant services for construction and inspection oversight. Staff requests approval of additional state grade crossing elimination funds to cover the additional cost that will occur.

Project Benefits

- Eliminate 1 existing at-grade railroad crossing over 2 Class I railroads and support the closure and grade separation of 3 other crossings in the community
- Allow emergency services to safely move throughout community
- Create accessibility for various modes of transportation



Source: Ohio Rail Data, Maxar Imagery



Crossing Overview

Project Location	DEL Lewis Center E Orange Rd 481481W
Operating Railroad	Norfolk Southern Railway Company (NS) & CSX
Average Annual Daily Traffic	9202
Total Trains Per Day	29
Hazard Ranking	232 out of the 5,600+ at-grade crossings in Ohio
RCCII Score	3.24 out of 5.00; statewide median score is 2.59
Total Cost Estimate	\$50,318,546

Community Overview

Delaware County, approximately 30-minutes north of Columbus, has seen strong growth within the past decade with an estimated population of 229,296 residents and over 85,000 employees. The County has made the Orange Road Corridor a priority to create safe access for all roadway users in the community with the current underpass design including access for vehicles, pedestrians, and cyclists. The community is in the process of planning and constructing 2 other grade separations on Cheshire Road (DOT #481488U and 518263Y) and Home Road (DOT #518291C).

Staff Recommendations

The Ohio Rail Development Commission Staff recommends approval of additional state grant funds for local oversight costs to ensure the project runs smoothly throughout construction.

RESOLUTION 26-08
RE: DELAWARE COUNTY GRADE SEPARATION
OGCEP PROJECT

A RESOLUTION SUPPORTING THE OHIO RAIL DEVELOPMENT COMMISSION’S CONTINUED PARTNERSHIP AND DEVELOPMENT OF A RAILROAD CROSSING ELIMINATION PROJECT AND DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO DELAWARE COUNTY 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 developing, promoting, and supporting safe, adequate and efficient rail service throughout the state under Chapter 4981 of the Ohio Revised Code (the “Act”); and

WHEREAS, the ORDC has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Act proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to Delaware County (the “County”); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the County; 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, on January 10, 2025, the Federal Railroad Administration announced the award of \$21 million for this project; and

WHEREAS, on September 19, 2024, the ORDC approved a grant of \$5 million from the Ohio Grade Crossing Elimination Program for this project by Resolution 24-33; 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 in Exhibit A to be provided under the Act to assist the County with the Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the County, 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
Luke Stedke for Lydia Mihalik	___ Yes	___ No	___ Absent	___ Abstained	___ Recused

ORDC ACTION:

Motion Approved	_____	Other Action	_____
Motion Denied	_____	Date	<u>3/19/2026</u>

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.

_____	<u>3/19/2026</u>
Pamela Boratyn, Chair	Date

EXHIBIT A

A grant to the County pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to Two Million Four Hundred Seventy-Seven Thousand, Seven Hundred Seventy-Seven Dollars (\$2,477,777) (the “ORDC Grant”) for the construction engineering & inspection (CE&I) of a grade separation project at Orange Road in Delaware County (the “Project”).

The ORDC Grant is subject to the following conditions:

1. The County must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.
2. The County shall be responsible for any and all costs in excess of the ORDC Grant.

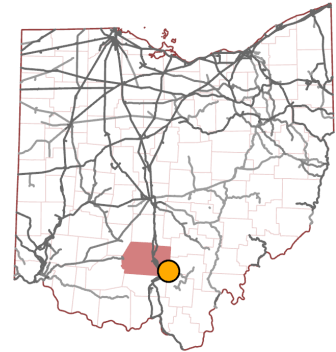


Rail Development Commission

Ross County, OH
West Junction Bridge Rehabilitation
Jefferson Township, OH

Project Funding

ORDC Grant	\$	300,000
Ohio Public Works Commission Grant	\$	738,286
Ross County	\$	444,867
Total Investment	\$	1,483,153



Ross County

Project Description

This project contributes funding to replace a bridge over the state-owned Jackson Line in Ross County. The bridge is currently closed, inhibiting emergency and other services to several homes as well as maintaining regular traffic.

Project Benefits

Safety	To remove and replace an unsafe structure over the Jackson rail line in Ross County, Ohio
Future Responsibility	Will clarify and document future responsibility for repairs and maintenance of the bridge



Source: ORDC Rail Data; OSIP Imagery 2019



Project Summary

The roadway bridge on West Junction Road in Ross County, Ohio, crosses over the Jackson Rail Line, which was transferred to ORDC ownership from the City of Jackson in 2022. Ownership of and responsibility for the bridge has historically been unclear. For many years, there has been communication between various entities to determine ownership and responsibility with no resolution. Extensive research was conducted in the late 1980s when the City of Jackson owned the rail line, but it does not appear that a determination of ownership was made. It appears that emergency repairs were made in the late 1990s, but the bridge itself is significantly older than that. Due to deterioration of the bridge structure, it is no longer safe for traffic and is closed. Without the bridge in service, approximately 30 homes are without fire and EMT service during flooding events.

Ross County has requested funding assistance from ORDC for a bridge replacement. In exchange for funding assistance, Ross County has agreed to permanently assume all future maintenance and repairs. ORDC will also provide an easement to formalize ownership of the structure.

Staff Recommendation

Staff recommends a grant of \$300,000 for this project to assist Ross County in funding the bridge replacement.

**RESOLUTION 26-09
RE: ROSS COUNTY
GRANT FUNDING**

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO ROSS COUNTY 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 making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the “Act”) proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to Ross County (the “County”); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the County; 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 with the Executive Director and staff of the ORDC the proposed assistance; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the County, 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 County with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the County, 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
Luke Stedke for Lydia Mihalik	___Yes	___No	___Absent	___Abstained	___Recused

ORDC ACTION:

Motion Approved _____
Motion Denied _____

Other Action _____
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.

Pamela Boratyn, Chair

Date

EXHIBIT A

A grant to the County pursuant to Section 4981.032 of the Ohio Revised Code in the amount of up to Three Hundred Thousand Dollars (\$300,000) (the “ORDC Grant”) for a project to replace the West Junction Road bridge in Ross County (the “Rail Service Project”).

The ORDC Grant is subject to the following conditions:

1. The County must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant.
2. The County shall be responsible for any and all costs in excess of the ORDC Grant.
3. The County will assume ownership of the replacement bridge and future maintenance responsibilities. The ORDC will execute the documentation to formalize this arrangement, including an easement for the new bridge, if necessary.



Rail Development Commission

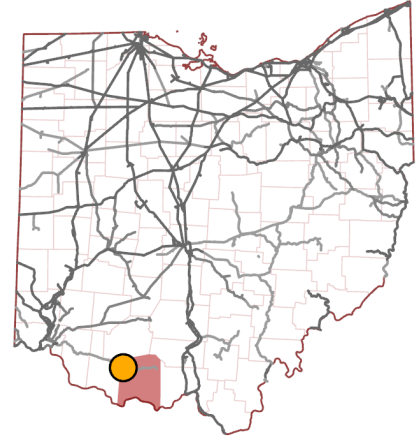
Winchester Ag Service Inc. - Wheaton Grain
Rail Spur Rehabilitation
Winchester, OH

Project Funding

ORDC Grant	\$	125,000
Private (Winchester Ag)	\$	175,000
Total Investment	\$	300,000

Project Description

This project will rehabilitate rail infrastructure at the Winchester Ag facility in Winchester, OH to address track conditions identified by the servicing railroad. Without repairs, rail service to the company's location may be suspended.



Adams County

Project Benefits

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



Source: Ohio Rail Data, OSIP Imagery 2024



Project Summary

Winchester Ag Service Inc., a grain elevator service based in Winchester, OH, is a division of Wheaton Grain. Winchester Ag was selected as a service provider for the new Purina plant situated approximately 20 miles from the facility. Winchester Ag will have the ability to work with local farmers in Adams, Brown, and Highland Counties to transport grain to the new Purina facility that is estimated to create more than 300 new jobs and invest \$550 million.

The current track at the Winchester Ag facility has been underused in the past 15 years. The facility had made significant investments in rail previously, but changes in rail line operations, pricing and the grain market led to disuse and deterioration of the track conditions. Prior to applying to the ORDC Grant and Loan program, the company invested \$25,000 in the rehabilitation of one of its three tracks to remain serviceable. This project will build on that work and consist of the installation of 820 new cross ties, 55 switch ties, and additional surface work over the three spurs located at the Winchester Ag Service Inc. facility. Winchester Ag has committed to creating six new jobs and retaining six existing jobs within five years of the completion of the project. The company will also commit 500 carloads each year within five years after project completion. This project will allow the company to increase rail traffic on the Cincinnati Eastern Railroad (CCET) and use rail rather than trucks to transport goods to the new Purina site.

Staff Recommendations

Staff recommends a grant of up to \$125,000 for the project due to rehabilitation of an existing line to improve transportation choices for Ohio communities and industries.



March 19, 2026

Pursuant to Ohio Rail Development Commission Resolution 18-09 “Spending and Signatory Guidelines,” the undersigned hereby approves of the project described in the Project Briefing entitled **Winchester Ag Service, Inc - Rail Spur Rehabilitation** and as described in that briefing.

Matthew Dietrich
Executive Director

Pamela Boratyn
Chair