

State of Ohio Rail Plan Appendices

Prepared for
OHIO RAIL DEVELOPMENT
COMMISSION 

Prepared by


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Appendix A. Existing Rail System

Figure A-1. Map of CSX Subdivisions in Ohio

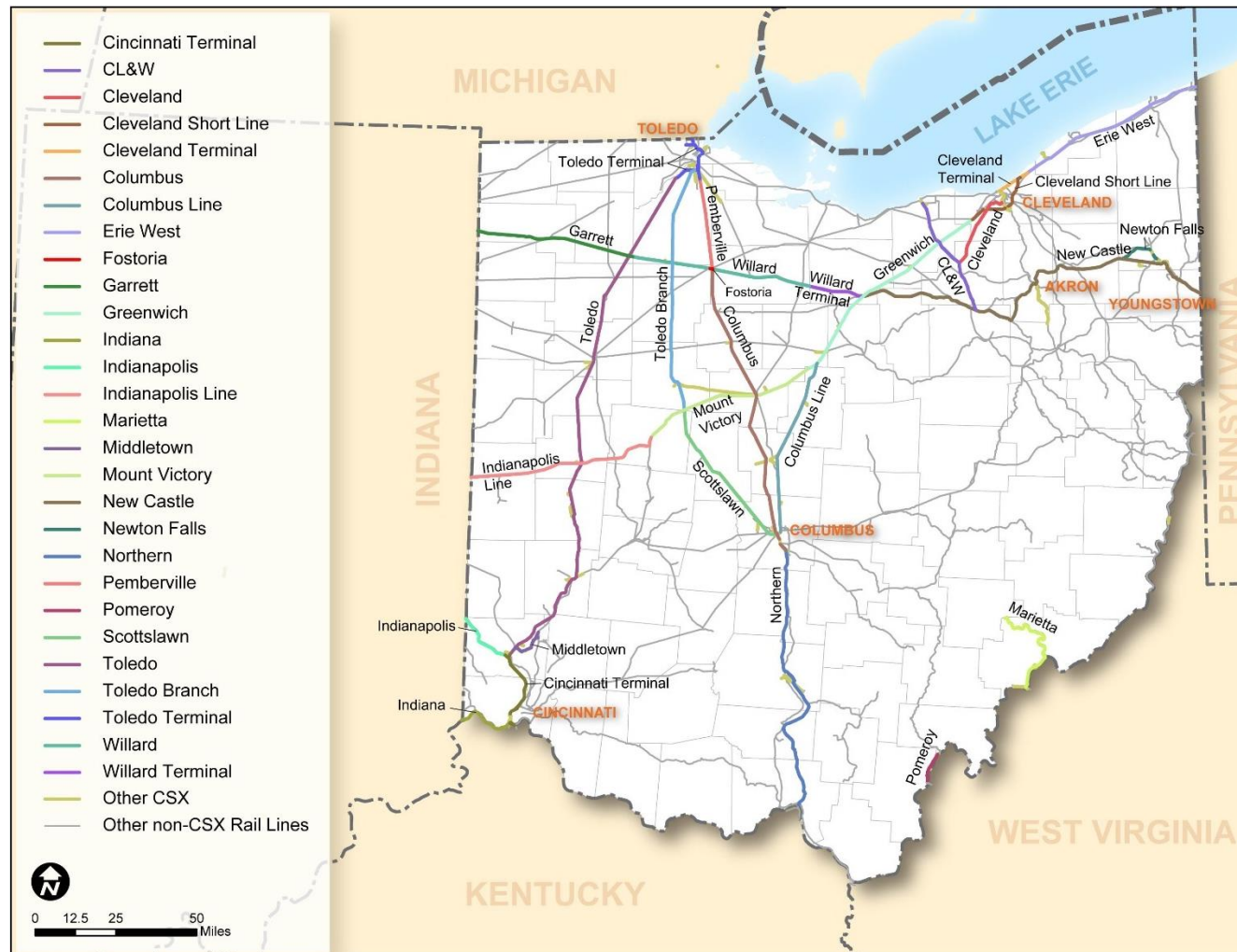


Table A-1. Summary of CSX Subdivisions in Ohio

| Subdivision | Mileage | Number of Tracks | FRA Track Class | Signal Type | Trackage Rights | Height/Weight Restrictions | Yards |
|-----------------------------|---------|------------------|--|---------------|-----------------|--|---|
| Cincinnati Terminal | 61 | 2 | 21% Class 4, 51% Class 3, 24% Class 2, 21% Class 4, 4% Class 1 | CTC | None | None | Queensgate intermodal and classification yard in Cincinnati |
| CL & W | 44 | 1 | 67% Class 2, 33% Class 1 | Track Warrant | None | 18' 02", No Weight Restriction | None |
| Cleveland | 26 | 1 | 100% Class 2 | Track Warrant | None | 20' 02", No Weight Restriction | Clark Avenue Yard major industrial yard in Cleveland |
| Cleveland Short Line | 46 | 2 | 58% Class 4, 42% Class 3 | CTC | NS | 20' 02", No Weight Restriction | None |
| Cleveland Terminal | 13 | 2 | 47% Class 4, 53% Class 3 | CTC | None | 20' 02", No Weight Restriction | Collinwood intermodal and classification yard in Cleveland |
| Columbus | 142 | 1 | 78% Class 4, 14% Class 3, 5% Class 2, 3% Class 1 | CTC | None | 20' 02", No Weight Restriction | Parsons classification yard in Columbus |
| Columbus Line | 61 | 1 | 86% Class 3, 7% Class 2, 7% Class 1 | CTC | NS | 20' 02", No Weight Restriction | None |
| Erie West | 143 | 2 | 75% Class 4, 2% Class 2, 23% Class 1 | CTC | None | 20' 02", No Weight Restriction | None |
| Fostoria | 3 | 2 | 100% Class 3 | CTC | None | 20' 02", No Weight Restriction | None |
| Garrett | 102 | 2 | 100% Class 4 | CTC | None | 20' 02", No Weight Restriction | None |
| Greenwich | 82 | 2 | 86% Class 4, 14% Class 3 | CTC | WE | 20' 02", No Weight Restriction | None |
| Indiana | 29 | 1 | 100% Class 2 | Not Reported | None | 20' 02", No Weight Restriction | None |
| Indianapolis | 24 | 1 | 57% Class 4, 24% Class 3, 7% Class 2, 13% Class 1 | CTC | None | No Doublestacks Allowed, No Weight Restriction | None |
| Indianapolis Line | 121 | 2 | 99% Class 4, 1% Class 3 | CTC | None | 20' 02", No Weight Restriction | None |

Table A-1. Summary of CSX Subdivisions in Ohio (continued)

| Subdivision | Mileage | Number of Tracks | FRA Track Class | Signal Type | Trackage Rights | Height/Weight Restrictions | Yards |
|----------------------|---------|------------------|---|--------------|------------------|---|--|
| Marietta | 38 | 1 | 25% Class 2, 75% Class 1 | Not Reported | None | No Doublestacks Allowed, No Weight Restriction | None |
| Middletown | 11 | 1 | 54% Class 2, 46% Class 1 | Not Reported | None | No Doublestacks Allowed, No Weight Restriction | North Excello / Lind Yard major industrial yard in Middletown |
| Mount Victory | 129 | 2 | 86% Class 4, 14% Class 3 | CTC | None | 20' 02", No Weight Restriction | Marion Intermodal Terminal in Marion |
| New Castle | 266 | 2 | 91% Class 4, 7% Class 3, 2% Class 1 | CTC | None | 20' 02", No Weight Restriction | None |
| Newton Falls | 14 | 1 | 100% Class 1 | Not Reported | None | No Doublestacks Allowed, No Weight Restriction | None |
| Northern | 149 | 1 | 88% Class 4, 4% Class 3, 5% Class 2, 2% Class 1 | CTC | US Rail, IORY | 19' 02", No Weight Restriction | None |
| Pemberville | 54 | 2 | 89% Class 4, 11% Class 3 | CTC | None | 20' 02", No Weight Restriction | Walbridge classification yard in Toledo |
| Pomeroy | 9 | 1 | 100% Class 2 | Not Reported | KNWA | No Doublestacks Allowed Not Approved for 286K Cars | None |
| Scottslawn | 58 | 1 | 68% Class 4, 13% Class 3, 13% Class 2, 6% Class 1 | DTC & ABS | None | 20' 02", No Weight Restriction | Buckeye Yard Intermodal Terminal in Columbus |
| Toledo | 220 | 1 | 63% Class 4, 23% Class 3, 5% Class 2, 9% Class 1 | CTC | NS, IORY, Amtrak | 20' 02", No Weight Restriction | Lima classification yard in Lima New River classification yard in Hamilton Needmore Yard in Dayton |
| Toledo Branch | 87 | 1 | 69% Class 4, 11% Class 3, 3% Class 2, 17% Class 1 | ABS | None | 20' 02", No Weight Restriction | None |

Table A-1. Summary of CSX Subdivisions in Ohio (continued)

| Subdivision | Mileage | Number of Tracks | FRA Track Class | Signal Type | Trackage Rights | Height/Weight Restrictions | Yards |
|-------------------------|---------|------------------|--|-------------|-----------------|--------------------------------|--|
| Toledo Terminal | 55 | 2 | 11% Class 4, 82% Class 3, 2% Class 2, 6% Class 1 | CTC | None | 20' 02", No Weight Restriction | Stanley classification yard in Toledo |
| Willard | 109 | 2 | 96% Class 4, 1% Class 3, 3% Class 1 | CTC | None | 20' 02", No Weight Restriction | North Baltimore Intermodal Terminal in North Baltimore |
| Willard Terminal | 44 | 3 | 99% Class 4, 1% Class 3 | CTC | WE | 20' 02", No Weight Restriction | Willard classification yard in Willard |

Source: CSX

Figure A-2. Map of NS Districts in Ohio



Table A-2. Summary of NS Districts in Ohio

| District | Mileage | Number of Tracks | FRA Track Class | Signal Type | Trackage Rights | Yards |
|-----------------------------|---------|------------------|---------------------------|-----------------|-----------------|---|
| Columbus | 96 | 2 | 100% Class 4 | CTC & ABS | CSXT, CAMY | Rickbenbacker Intermodal Facility in Columbus Watkins classification yard in Columbus Portsmouth classification yard in Portsmouth |
| Cincinnati | 91 | 1 | 70% Class 2, 30% Excepted | None | None | None |
| Cleveland | 58 | 1 | 100% Class 4 and above | CTC | CSXT, WE | Moorman classification yard in Bellevue |
| Cleveland Line | 106 | 2 | 100% Class 4 and above | ABS | Amtrak | Maple Heights Intermodal Facility in Cleveland Motor Yard classification yard in Macedonia |
| Chicago Line | 174 | 2 | 100% Class 4 and above | CTC | Amtrak | Swanton Yard minor industrial |
| Dayton | 98 | 2 | 100% Class 4 and above | CTC | I&O | Buckeye storage yard in Columbus Dayton minor industrial yard in Dayton Sharon major industrial, intermodal yard in Sharonville Gest Street Yard classification, intermodal yard in Cincinnati |
| Detroit / Huntington | 28.5 | 1 | 100% Class 4 and above | CTC | None | None |
| Fort Wayne Line | 188 | 2 | 100% Class 4 and above | CTC | WE, Amtrak | Canton major industrial yard in Canton |
| Fostoria | 110 | 1 | 100% Class 4 and above | CTC | None | Wilson classification yard in Fostoria Vehicle Distribution Center in Fostoria |
| Lake Erie | 58 | 1 | 100% Class 4 and above | CTC & ABS | None | Conneaut major industrial yard in Conneaut E 55 th Street minor industrial yard in Cleveland Linndale minor industrial yard in Cleveland |
| Lordstown Secondary | 20 | 1 | 100% Class 2 | Track Authority | None | None |
| New Castle | 42 | 1 | 100% Class 4 and above | CTC | CSXT | None |
| River Line | 60 | 1 | 100% Class 3 | Track Authority | None | Mingo Junction major industrial yard in Mingo Junction |

Table A-2. Summary of NS Districts in Ohio (continued)

| District | Mileage | Number of Tracks | FRA Track Class | Signal Type | Trackage Rights | Yards |
|------------------------|---------|------------------|------------------------|-------------|-----------------|--|
| Sandusky | 110 | 2 | 100% Class 4 and above | CTC | WE | Sandusky major industrial yard in Sandusky |
| Toledo | 45 | 1 | 100% Class 4 and above | CTC | WE | Homestead major industrial yard in Toledo |
| Youngstown Line | 66 | 1 | 100% Class 3 | CTC | CSXT | Haselton major industrial yard in Youngstown |

Source: NS

Table A-3. Summary of Short Line and Regional Railroads in Ohio

| Railroad Abbreviation/Name | Headquarters Location | Mileage Owned/Leased | Mileage Trackage Rights | Mileage out of Service | FRA Track Class | Weight Restrictions |
|--|-----------------------|-------------------------------|---|------------------------|-----------------------|---------------------|
| AA/Ann Arbor Railroad | Toledo, OH | 5 | 0 (NS, CN trackage rights on the AA) | 0 | Class 1 | None |
| AB/Akron Barberton Cluster Railway | Barberton, OH | 43 43/0 | 25 | 0 | Excepted | None |
| ACJR/Ashtabula, Carson & Jefferson Railroad | Jefferson, OH | 0/6 | 0 | 0 | Excepted | Not Reported |
| ASRY/Ashland Railway | Pipersville, PA | 65 | 0 | Not Reported | Not Reported | Not Reported |
| CCRL/Cleveland Commercial Railroad | Cleveland, OH | 11 0/11 | 0 | Not Reported | Excepted | Not Reported |
| CAMY/Camp Chase Railway | Connersville, IN | 14/0 | 0 | Not Reported | Class 2 | None |
| CCET/Cincinnati Eastern Railroad | Cincinnati, OH | 0/4 | 0 | Not Reported | Not Reported | Not Reported |
| CFE/Chicago, Fort Wayne & Eastern | Columbus, OH | 123 4/119 | 0 (NS trackage rights on CFE) | 0 | Not Reported | None |
| CHB/Cleveland Harbor Belt | Solon, OH | 2 | 0 | Not Reported | Not Reported | Not Reported |
| CUOH/Columbus & Ohio River Railroad | Coshocton, OH | 218 (160 miles owned by Ohio) | Over OHCR, OHIC to North Apex, NS, CSX in Columbus terminal area (NS Trackage rights on CUOH) | Not Reported | Class 2/3 on mainline | None |
| CMQ/Central Maine & Quebec Railway | Bangor, ME | 13 (same as OTRY) | 0 | Not Reported | Not Reported | None |
| CIND/Central Railroad of Indiana | Columbus, OH | 21 21/0 | 0 | 0 | Not Reported | None |
| CSIR/Cambridge Southern Industrial Railroad | Zanesville, OH | 4 | 0 | 4 | Excepted | Not Reported |
| CWRO/Cleveland Works Railway | Cleveland, OH | 10 | 0 | Not Reported | Not Reported | Not Reported |
| FIRR/Flats Industrial Railroad | Cleveland, OH | 3 | 0 | 0 | Not Reported | Not Reported |
| GRRY/Grand River Railway | Grand River, OH | 3 | 0 | 0 | Excepted | None |
| IERR/Indiana Eastern Railroad | Edwardsville, IL | 14 14/0 | 0 | 0 | Not Reported | None |

Table A-3. Summary of Short Line and Regional Railroads in Ohio (continued)

| Railroad Abbreviation/Name | Headquarters Location | Mileage Owned/Leased | Mileage Trackage Rights | Mileage out of Service | FRA Track Class | Weight Restrictions |
|---|-----------------------|----------------------|---|------------------------|--------------------------|--|
| IN/Indiana Northeastern Railway Company | South Milford, IN | 11 10/1 | 0 | 0 | Not Reported | Not Reported |
| IORY/Indiana & Ohio Railway | Columbus, OH | 324 168/156 | 137 | 0 | Not Reported | Blue Ash, Lebanon, Mason and Logan lines- 263k |
| KNWA/Kanawha River Railroad | Belle, WV | 116 | 9 | 0 | Not Reported | Not Reported |
| MVRV/Mahoning Valley Railway | Coshocton, OH | 6 | 0 | Not Reported | Not Reported | None |
| NDW/Napoleon, Defiance & Western Railway | Peoria, IL | 49 | 0 | Not Reported | Not Reported | 263k |
| NOW/Northern Ohio & Western Railway | Tiffin, OH | 0/25 | 0 | Not Reported | Not Reported | None |
| NSR/Newburgh & South Shore Railway Company | Marcelline Yard, OH | 5 | 0 | Not Reported | Not Reported | None |
| OHCR/Ohio Central Railroad | Coshocton, OH | 74 | Over CUOH (NS trackage rights on CUOH) | Not Reported | 2 | None |
| OHIC/Ohi-Rail Corporation | Steubenville, OH | 43 4/39 | 0 (CUOH track rights to North Apex) | 7 | Not Reported | 263k (branch lines) |
| OSCR/Ohio South Central Railroad | Hamden, OH | 0/64 | 0 | Not Reported | 2 | None |
| OSRR/Ohio Southern Railroad | Coshocton, OH | 48 48/0 | Over NS New Lexington to South Glouster | 0 | Not Reported | None |
| OTRY/Ohio Terminal Railway | Oakmont, PA | 13 (same as CMQ) | 0 | Not Reported | Not Reported | None |
| RJCL/RJCW/R.J. Corman Railroad - Cleveland Line/Western Ohio Lines | Lexington, KY | 165 80/85 | 4 | 3 | Not Reported | Not Reported |
| RSL/Republic Short Line | Massillon, OH | 1 | 0 | 0 | Not Reported | Not Reported |
| WE/Wheeling & Lake Erie Railway Company | Brewster, OH | 392 372/20 | 131.92 | 10.7 | 2.9 miles Excepted Track | Not Reported |
| WTRM/Warren & Trumbull Railroad | Coshocton, OH | 4 | 0 | Not Reported | Not Reported | None |
| YARR/Youngstown & Austintown Railroad | Coshocton, OH | 5 | Over CSX Yanda to Leadville | Not Reported | Not Reported | None |

Table A-3. Summary of Short Line and Regional Railroads in Ohio (continued)

| Railroad Abbreviation/Name | Headquarters Location | Mileage Owned/Leased | Mileage Trackage Rights | Mileage out of Service | FRA Track Class | Weight Restrictions |
|--|-----------------------|----------------------|-------------------------|------------------------|-----------------|---------------------|
| YB/Youngstown Belt Railroad | Coshocton, OH | 31 | Over CSX, NS | Not Reported | Not Reported | None |
| YSRR/Youngstown and Southeastern Railroad | Connersville, IN | 32 | 0 | Not Reported | Excepted | None |

Source: Short Line and Regional Railroad Survey, publicly available sources

Table A-4. Summary of Ohio Intermodal Terminals

| Name | Serving Railroad | Town City | Origins Served | Destinations Served |
|---------------------|--------------------|---------------------|--|---|
| NW Ohio | CSX Transportation | North Baltimore, OH | Baltimore, MD; Bedford Park, IL; Winter Haven, FL; Chambersburg, PA; Memphis, TN; Fairburn, GA; Jacksonville, FL; North Kearny, NJ; Chicago, IL; Springfield, MA; Worcester, MA; | Winter Haven, FL; Chicago, IL; Memphis, TN; Fairburn, GA; Jacksonville, FL; North Kearny, NJ; Worcester, MA; |
| Collinwood | CSX Transportation | Cleveland, OH | Baltimore, MD; Chicago, IL; Memphis, TN; Elizabeth, NJ; New Orleans, LA; Jacksonville, FL; North Kearny, NJ; Portsmouth, VA; Newark, NJ; | Winter Haven, FL; Chicago, IL; Memphis, TN; Elizabeth, NJ; New Orleans, LA; Jacksonville, FL; Philadelphia, PA; Portsmouth, VA; Newark, NJ; Worcester, MA; |
| Buckeye Yard | CSX Transportation | Columbus, OH | Bedford Park, IL; Memphis, TN; Elizabeth, NJ; New Orleans, LA; North Kearny, NJ; Staten Island, NY; Philadelphia, PA; Chicago, IL; Portsmouth, VA; Newark, NJ; Worcester, MA; | Baltimore, MD; Chicago, IL; Memphis, TN; Elizabeth, NJ; North Kearny, NJ; Staten Island, NY; Philadelphia, PA; Portsmouth, VA; Newark, NJ; Worcester, MA; |

Table A-4. Summary of Ohio Intermodal Terminals (continued)

| Name | Serving Railroad | Town City | Origins Served | Destinations Served |
|---------------------------------|--------------------|-------------------|---|--|
| Queensgate | CSX Transportation | Cincinnati, OH | Winter Haven, FL; Charleston, SC; Chicago, IL; Memphis, TN; Elizabeth, NJ; Jacksonville, FL; Miami, FL; New Orleans, LA; Jacksonville, FL; Miami, FL; Portsmouth, VA; Newark, NJ; Savannah, GA; Tampa, FL; | Winter Haven, FL; Charleston, SC; Chicago, IL; Memphis, TN; Elizabeth, NJ; Jacksonville, FL; Miami, FL; North Kearny, NJ; Philadelphia, PA; Newark, NJ; Savannah, GA; Syracuse, NY; Tampa, FL; Worcester, MA; |
| Marion Intermodal Center | CSX Transportation | Marion, OH | Chicago, IL; | Chicago, IL; |
| Marysville | CSX Transportation | Marysville, OH | | |
| Rickenbacker | Norfolk Southern | Columbus, OH | Chicago, IL; Elizabeth, NJ; Norfolk, VA; Staten Island, NY; Portsmouth, VA; | Chicago, IL; Elizabeth, NJ; Jacksonville, FL; Norfolk, VA; Portsmouth, VA; |
| Maple Heights | Norfolk Southern | Maple Heights, OH | Chicago, IL; Elizabeth, NJ; Norfolk, VA; Portsmouth, VA; | Chicago, IL; Elizabeth, NJ; Norfolk, VA; Portsmouth, VA; |
| Gest Street | Norfolk Southern | Cincinnati, OH | Austell, GA; Charleston, SC; Chicago, IL; Detroit - Delray, MI; Jacksonville, FL; Miami, FL; Savannah, GA; Toledo, OH; | Charleston, SC; Chicago, IL; Jacksonville, FL; Miami, FL; Savannah, GA; |

Table A-4. Summary of Ohio Intermodal Terminals (continued)

| Name | Serving Railroad | Town City | Origins Served | Destinations Served |
|--|---|--------------------|---|---|
| Sharonville Intermodal Terminal | Norfolk Southern | Sharonville, OH | Elizabeth, NJ; Norfolk, VA; Portsmouth, VA; | Elizabeth, NJ; Norfolk, VA; Portsmouth, VA; |
| Toledo Airline Junction Intermodal Terminal | Norfolk Southern | Toledo, OH | Buffalo, NY; Chicago, IL; Croxtton, NJ; | Buffalo NY; Chicago, IL; Cincinnati, OH; Croxtton, NJ; |
| Central Ohio Intermodal Center | Canadian Pacific Railway/Indiana & Ohio Railway | Jeffersonville, OH | Vancouver, BC | Vancouver, BC |

Source: Rail carrier websites, ORDC map

Table A-5. Summary of Ohio Rail-Served Port Facilities

| City | Serving Railroad(s) | Facility Name | Commodities Handled |
|------------|---------------------|---|--|
| Ashtabula | NS, CSX | Kinder Morgan/Pinney Dock-Minnesota Slip | Iron Ore and Iron & Steel Waste & Scrap |
| Ashtabula | NS | Norfolk Southern Corp Ashtabula Coal Dock | Coal, Lignite & Coal Coke |
| Ashtabula | NS | Pinney Dock & Transport Co Ashtabula Docks | Iron Ore and Iron & Steel Waste & Scrap |
| Belpre | CSX | Kraton Polymers | Petroleum, chemicals |
| Belpre | CSX | Orion Engineered Carbons | Chemicals, coal |
| Cincinnati | CSX | Benchmark River & Rail Terminals, LLC | Petroleum products |
| Cincinnati | CSX | Buzzi Unicem Usa | Building Cement & Concrete; Lime; Glass |
| Cincinnati | CSX, CIND | Cargill Inc. | Food and Farm Products |
| Cincinnati | NS | Cincinnati Barge & Rail | all general cargo and dry bulk cargo |
| Cincinnati | CSX, CIND | Cincinnati Bulk Terminals LLC | Various |
| Cincinnati | CSX | Contanda | Various |
| Cincinnati | CSX | Growmark Fertilizer | Fertilizer, Chemicals |
| Cincinnati | CSX | Holcim Cement | Building Cement & Concrete; Lime; Glass |
| Cincinnati | CSX | Ineos - ABS | Chemicals |
| Cincinnati | IORY | Kinder Morgan Queen City Terminals | Various |
| Cincinnati | CSX | Kosmos Cement | Building Cement & Concrete; Lime; Glass |
| Cincinnati | CSX | Peter Cremer North America | Chemicals |
| Cincinnati | CSX | Port of Cincinnati | Various |
| Cincinnati | CSX | Watco Companies | Various |
| Cleveland | CWRO | ArcelorMittal, Cuyahoga Docks | Iron Ore and Iron & Steel Waste & Scrap |
| Cleveland | CWRO | ArcelorMittal, Cuyahoga Fuel Oil Dock. | Distillate, Residual & Other Fuel Oils; Lube Oil & Greases |
| Cleveland | CWRO | Buckeye Terminals Inc. - Wholesaler | Unknown or Not Elsewhere Classified |
| Cleveland | NS | Cargill Salt Division, Cleveland Mine Wharf | Sulphur (Dry), Clay & Salt |
| Cleveland | NS | City of Cleveland., Stadium Wharfs | Unknown or Not Elsewhere Classified |
| Cleveland | NS | Cleveland-Cuyahoga County Port Auth., Cleveland Bulk Terminal (CBT) | Iron Ore and Iron & Steel Waste & Scrap |
| Cleveland | NS | Cleveland-Cuyahoga County Port Auth., Federal Marine Terminals | Building Cement & Concrete; Lime; Glass |
| Cleveland | NS | Cleveland-Cuyahoga County Port Auth., Pier No. 24 | Unknown or Not Elsewhere Classified |

Table A-5. Summary of Ohio Rail-Served Port Facilities (continued)

| City | Serving Railroad(s) | Facility Name | Commodities Handled |
|-----------------|---------------------|---|--|
| Cleveland | NS | Cleveland-Cuyohoga County Port Auth., Stadium Whf., Berth 28 west | Unknown or Not Elsewhere Classified |
| Cleveland | NS | Marathon Ashland Petroleum LLC, Cleveland Asphalt Term Barge Whf | Petroleum Pitches, Coke, Asphalt, Naptha and Solvents |
| Cleveland | NS | Mid Continent Coal & Coke Co., Cleveland Dock | Coal, Lignite & Coal Coke |
| Cleveland | NS | Ontario Stone Corp., Cuyahoga River Dock No. 2 | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Cleveland | NS | Ontario Stone Corp., Old River Docks | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Cleveland | NS | Shelly Materials Inc - Allied Corp. Cleveland West Facility | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Cleveland | CWRO | St. Mary's Cement Inc., Cleveland Terminal | Building Cement & Concrete; Lime; Glass |
| Cleveland | CWRO | Zaclon Inc., LLC | Other Chemicals and Related Products |
| Conneaut | BLE | The Pittsburgh & Conneaut Docks | Iron Ore and Iron & Steel Waste & Scrap, Coal, Lignite & Coal Coke |
| East Liverpool | NS | D.W. Dickey and Son, Inc. | Cement, aggregates |
| East Liverpool | NS | Parsons Terminal/Seaforth Mineral | Nonmetallic minerals, others |
| Fairport Harbor | CSX | Carmeuse North America Lime | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Fairport Harbor | CSX | Morton Salt Co., Fairport Harbor Dock | Sulphur (Dry), Clay & Salt |
| Fairport Harbor | CSX | Osborne Concrete & Stone Co., Fairport Harbor Dock. | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Hannibal | NS | Hannibal Industrial Park | Various |
| Hannibal | CMQ | Long Ridge Energy Terminal | Various |
| Haverhill | NS | Altviva Petrochemicals | Chemicals |
| Huron | WLE | WLH Rentals Huron Ore Dock Ore Wharf | Iron Ore and Iron & Steel Waste & Scrap |
| Lorain | NS | Republic Technologies International, Lorain Works, Ore Dock. | Iron Ore and Iron & Steel Waste & Scrap |
| Marietta | CSX | Marathon Petroleum Company | Petroleum products, asphalt, coke |
| Marietta | CSX | Solvay Specialty Polymers | Chemicals, coal |
| Mingo Junction | NS | Acero Junction/JSW Steel | Iron ore, scrap steel, steel products |
| New Boston | NS | Infra-Metals Co | Primary metal products |

Table A-5. Summary of Ohio Rail-Served Port Facilities (continued)

| City | Serving Railroad(s) | Facility Name | Commodities Handled |
|----------------|---------------------|---|--|
| North Bend | CSX or CIND | Consolidated Grain & Barge | Food and Farm Products |
| North Bend | CSX | Greater Cincinnati Asphalt Terminal | Petroleum products, asphalt, coke |
| North Bend | CSX | Marathon Petroleum Company Asphalt Plant | Petroleum products, asphalt, coke |
| North Bend | CSX | Trammo, Inc. | Chemicals |
| Powhatan Point | NS | Ohio Valley Coal Co. | Coal, Lignite & Coal Coke |
| Rayland | NS or WLE | Badger Mining Co. | Frac Sand |
| Sandusky | NS | Sandusky Dock Corp Pier No 3 | Coal, Lignite & Coal Coke |
| South Point | NS | Port of South Point | Other Chemicals and Related Products |
| Toledo | CSX | ADM Terminal | Food and Farm Products |
| Toledo | NS | ARC Terminals Holdings LLC Toledo Wharf | Petroleum and Petroleum Products |
| Toledo | NS | ARMS/Criscione Grain Co Wharf | Unknown or Not Elsewhere Classified |
| Toledo | NS | City of Toledo Salt Dock | Receipt of Salt |
| Toledo | CSX | CSX Toledo Lakefront Ore Docks | Iron Ore and Iron & Steel Waste & Scrap |
| Toledo | CSX | CSX Toledo Presque Isle Coal Docks | Coal, Lignite & Coal Coke |
| Toledo | CSX | CSX Toledo Presque Isle Coal Docks, Slip No. 3 (Presque Isle Frog Pond Slip). | Petroleum and Petroleum Products |
| Toledo | NS, CN, or WLE | H. Hansen Industries Slip | Ship Repair |
| Toledo | NS | Hansen Mueller Grain Terminal | Grain |
| Toledo | NS | Kuhlman Corp., Upper Dock. | Fertilizers |
| Toledo | NS | Midwest Terminals International (Ironville) | Coal, Lignite & Coal Coke |
| Toledo | CSX | Midwest Terminals Rail Ballast Dock | Bulk Products |
| Toledo | NS | Mondelez International Marine Terminal | Coal, Lignite & Coal Coke |
| Toledo | NS, CN, or WLE | PBF - Toledo Refining Hocking Valley Dock | Distillate, Residual & Other Fuel Oils; Lube Oil & Greases |
| Toledo | NS | Seneca Petroleum Co Slip | Petroleum Pitches, Coke, Asphalt, Naptha and Solvents |
| Toledo | NS | The Andersons Toledo Edwin Drive Elevator Dock | Food and Farm Products |

Table A-5. Summary of Ohio Rail-Served Port Facilities (continued)

| City | Serving Railroad(s) | Facility Name | Commodities Handled |
|--------------|----------------------------|--|--|
| Toledo | NS | The Andersons Toledo Kuhlman Drive Terminal Wharf | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material |
| Toledo | CSX | Toledo - Lucas County Port Auth Facility No 1 Wharf | Unknown or Not Elsewhere Classified |
| Toledo | NS | Toledo Harbor Warehousing Corp Wharf | Other Chemicals and Related Products |
| Toledo | CSX | Toledo-Lucas County Port Authority - Contanda Barge Slip | Various |
| Wellsville | NS | Wellsville Intermodal Facility | Nonmetallic minerals, Food and Farm Products |
| Wellsville | NS | Wellsville Terminals Co. | Frac Sand, Steel, Coal, Coke, Dry Bulk, Drilling Fluids, Super-sacks & Pallets |
| Wheelersburg | NS | Norfolk Southern Corp. | Coal, Lignite & Coal Coke |

Source: Ohio Maritime Study, publicly available sources

Table A-6. Summary of Ohio Transload Facilities

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|---|-------------------------------|-----------------------------|---------------|---|
| CAMY, YSRR | Camp Chase Railroad, Youngstown & Southeastern Railroad | Norton Road | Columbus | Team Track | 10 car spots |
| CAMY, YSRR | Camp Chase Railroad, Youngstown & Southeastern Railroad | Signal | Rogers | Transload | 30 car spots |
| KNWA | Kanawha River Railroad, LLC | Middleport Terminal | Hobson Yard, Middleport, OH | Transload | 30 car spots |
| NDW | Michigan Southern Railroad Co. d/b/a Napoleon, Defiance and Western Railway | NDW Team Track | Napoleon, OH | Team Track | 5 car spots |
| OHIC | Ohi-Rail Corporation | Jerico | Minerva | Transload | 2 Spots |
| OHIC | Ohi-Rail Corporation | D&I | Minerva | Transload | 90 Spots |
| OHIC | Ohi-Rail Corporation | Apex | Amsterdam | Transload | 6105' |
| RJC | RJ Corman Railroad Company | Celina DC | Celina OH | Warehouse | 1500' |
| AA | Ann Arbor Railroad | Ottawa | Toledo, Ohio, MP 2.68 | Team Track | 2700' |
| AA | Ann Arbor Railroad | Ottawa North | Toledo, Ohio, MP 2.61 | Team Track | 2880' |
| AA | Ann Arbor Railroad | Ottawa South | Toledo, Ohio, MP 1.51 | Team Track | 2900' |
| AA | Ann Arbor Railroad | Team Track | Toledo, Ohio, MP TYIC | Team Track | 174' |
| ACJR | Ashtabula, Carson, & Jefferson Railroad | AJCR Jefferson | Jefferson | Team Track | 19 car spots |
| ACJR | Ashtabula, Carson, & Jefferson Railroad | AJCR Carson | Carson | Team Track | 8 car spots |
| WLE | Wheeling & Lake Erie Railway Company | ASW Supply Chain | Mogadore | Transload | 50 railcars |
| WLE | Wheeling & Lake Erie Railway Company | Bellaire Harbor Service | Bellaire | Transload | 50 railcars |
| WLE | Wheeling & Lake Erie Railway Company | Peoples Service | Massillon | Transload | 20 railcars |
| WLE | Wheeling & Lake Erie Railway Company | Tidewater Logistics | Steubenville | Transload | 150 railcars |
| IORY | Indiana & Ohio Railway | Troyer Trucking and Warehouse | Lima | Warehouse | 6 railcars |
| CUOH | Columbus & Ohio River Railroad | Warehouse Services | Columbus | Warehouse | Unreported |
| CUOH | Columbus & Ohio River Railroad | Mid State Warehouse | Newark | Warehouse | Unreported |
| IORY | Indiana & Ohio Railway | Damewood Enterprises | Urbanna | Warehouse | Unreported |

Table A-6. Summary of Ohio Transload Facilities (continued)

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|--|--|----------------|-------------------------|---|
| IORY | Indiana & Ohio Railway | Cincinnati Barge & Rail Terminal | Cincinnati | Transload | Unreported |
| IORY | Indiana & Ohio Railway | Superior Carriers | Springfield | Transload | Unreported |
| IORY | Indiana & Ohio Railway | Luckey Trucking | Lima | Transload | Unreported |
| IORY | Indiana & Ohio Railway | Central Ohio Logistics Center | Jeffersonville | Transload | Unreported |
| CUOH | Columbus & Ohio River Railroad | Panhandle Oilfield Service | Cambridge | Transload | Unreported |
| CFE | Chicago, Fort Wayne & Eastern | D&D Ingredients | Delphos | Transload | Unreported |
| CFE | Chicago, Fort Wayne & Eastern | Nelson Packaging | | Transload | Unreported |
| CFE | Chicago, Fort Wayne & Eastern | Van Wert Terminal | Van Wert | Transload | Unreported |
| YARR | Youngstown & Austintown Railroad | Penn Ohio Logistics | Austintown | Warehouse | Unreported |
| CIND | Central Railroad of Indiana | Cincinnati Bulk Terminals | Cincinnati | Transload | Unreported |
| CIND | Central Railroad of Indiana | Kinder Morgan | Cincinnati | Transload | Unreported |
| CIND | Central Railroad of Indiana | Consolidated Grain | North Bend | Transload | Unreported |
| MVRY | Mahoning Valley Railway | Castlo | Struthers | Transload/warehouse use | Unreported |
| MVRY | Mahoning Valley Railway | Gateway Terminals | Lowellville | Warehouse | Unreported |
| IORY | Indiana & Ohio Railway | Cincinnati Barge and Rail Terminal LLC | Cincinnati | Warehouse | 100 trailer spots |
| RJCW | R. J. Corman Railroad Western Ohio Lines | Precision Strip Inc | Minster | Warehouse | 9 active rail spots |
| ASRY | Ashland Railway | Mansfield Railport Inc | Mansfield | Transload/warehouse use | 9 active rail spots, 5 trailer spots |
| ASRY | Ashland Railway | Mid-Ohio Rail Terminal | Mansfield | Transload | TBD |
| RJCL | RJ Corman Railroad Company | Clarion Warehouse | Dover | Warehouse | 2 active rail spots |
| AB | Akron Barberton Cluster Railway | Terminal Warehouse Inc | Akron | Warehouse | 6 trailer spots |
| WLE | Wheeling & Lake Erie Railway Company | Great Lakes Cold Storage Inc | Solon | Warehouse | 4 active rail spots |
| CHB | Cleveland Harbor Belt | Federal Marine Terminals Inc. | Cleveland | Warehouse | 5 active rail spots |

Table A-6. Summary of Ohio Transload Facilities (continued)

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|---|--|------------|---------------|---|
| YARR | Youngstown & Austintown Railroad | United Freezer and Storage Co | Youngstown | Warehouse | 10 trailer spots |
| WLE | Wheeling & Lake Erie Railway Company | P-C Sales & Service | Barberton | Transload | 70 rail spots |
| AB | Akron Barberton Cluster Railway | Cotter Merchandise Storage Company | Akron | Warehouse | 200 rail spots |
| NS | Norfolk Southern Corporation | Cincinnati TBT | Cincinnati | Transload | 100 spots |
| NS | Norfolk Southern Corporation | Columbus TBT | Columbus | Transload | 77 spots |
| NS | Norfolk Southern Corporation | Euclid TBT | Euclid | Transload | 105 spots |
| NS | Norfolk Southern Corporation | Sandusky TBT | Sandusky | Transload | 30 spots |
| ASRY | Ashland Railway | Central Ohio Warehouse | Shelby | Transload | 175 active rail spots |
| NS | Norfolk Southern Corporation | Good Rail & Truck Transfer | Franklin | Transload | Unreported |
| NS | Norfolk Southern Corporation | Northern Ohio Industrial Park | Elyria | Transload | Unreported |
| NS | Norfolk Southern Corporation | Cleveland Industrial Warehouse | Cleveland | Warehouse | 4 active rail spots |
| CSX | CSX Transportation, Inc | VOGT Warehouse Specialty Logistics Inc | Cincinnati | Warehouse | 6 active rail spots |
| CSX | CSX Transportation, Inc | Port of Cincinnati | Cincinnati | Warehouse | 40 active rail spots |
| CSX | CSX Transportation, Inc | Commonwealth Inc | Fairfield | Warehouse | 12 trailer spots |
| CSX, NS | CSX Transportation, Inc, Norfolk Southern Corporation | Cloverleaf Cold Storage Co | Fairfield | Warehouse | 10 trailer spots |
| CSX | CSX Transportation, Inc | Matandy Steel Co | Hamilton | Warehouse | 5 active rail spots |
| CSX, NS | CSX Transportation, Inc, Norfolk Southern Corporation | Precision Strip Inc | Middletown | Warehouse | 40 trailer spots |
| CSX | CSX Transportation, Inc | Peerless Trans and Storage Inc | Dayton | Warehouse | 50 trailer spots |
| CSX | CSX Transportation, Inc | Precision Strip Inc | Tipp City | Warehouse | 6 active rail spots |
| CSX | CSX Transportation, Inc | Network Global Logistics | Columbus | Warehouse | 61 active rail spots |
| CSX | CSX Transportation, Inc | ODW Logistics Inc | Columbus | Warehouse | 350 trailer spots |
| CSX | CSX Transportation, Inc | ACE Iron and Metal Company Inc | Columbus | Warehouse | 4 trailer spots |
| CSX | CSX Transportation, Inc | Terminal Warehouse Inc | Columbus | Warehouse | 14 active rail spots |

Table A-6. Summary of Ohio Transload Facilities (continued)

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|------------------------------|-------------------------------------|-------------|---------------------|---|
| CSX | CSX Transportation, Inc | Interstate Cold Storage Inc | Columbus | Warehouse | 20 trailer spots |
| CSX | CSX Transportation, Inc | Schindewolf Express Inc | De Graff | Warehouse | 20 trailer spots |
| CSX | CSX Transportation, Inc | AIP Logistics Inc | Wapakoneta | Warehouse | 100 trailer spots |
| CSX | CSX Transportation, Inc | American Rail Center | Kenton | Warehouse | 50 trailer spots |
| CSX | CSX Transportation, Inc | Precision Strip Inc | Kenton | Warehouse | 42 active rail spots |
| CSX | CSX Transportation, Inc | Network Global Logistics | Marion | Warehouse | 20 trailer spots |
| CSX | CSX Transportation, Inc | Liverpool Coil Processing Inc | Valley City | Warehouse | 5 active rail spots |
| CSX | CSX Transportation, Inc | North Coast Logistics | Cleveland | Warehouse | 100 trailer spots |
| CSX | CSX Transportation, Inc | Ohio Logistics Inc | Fostoria | Warehouse | 150 trailer spots |
| CSX | CSX Transportation, Inc | Precision Strip Inc | Perrysburg | Warehouse | 22 active rail spots |
| CSX | CSX Transportation, Inc | J Star Consolidated Inc | Walbridge | Warehouse | 175 trailer spots |
| CSX | CSX Transportation, Inc | Midwest Terminals of Toledo | Toledo | Warehouse | 80 active rail spots |
| CSX | CSX Transportation, Inc | Cincinnati Transflo Terminal | Cincinnati | Transload | Unreported |
| CSX | CSX Transportation, Inc | Cleveland Central Transflo Terminal | Cleveland | Transload | Unreported |
| CSX | CSX Transportation, Inc | Cleveland East Transflo Terminal | Cleveland | Transload | Unreported |
| CSX | CSX Transportation, Inc | Columbus Transflo Terminal | Columbus | Transload | Unreported |
| CSX | CSX Transportation, Inc | Ohio Commerce Center | Lordstown | Transload/warehouse | 12,000' loop track |
| NS | Norfolk Southern Corporation | Columbus Cold Storage | Columbus | Warehouse | 3 rail spots |
| NS | Norfolk Southern Corporation | Nordic Cold Storage | Columbus | Warehouse | 2 rail spots |
| NS | Norfolk Southern Corporation | Camp Chase Railway | Columbus | Warehouse | 30 rail spots |
| NS | Norfolk Southern Corporation | Bucyrus Industrial Railroad, LLC | Bucyrus | Warehouse | 20 rail spots |
| NS | Norfolk Southern Corporation | MWD Logistics | Mansfield | Warehouse | 8 rail spots |
| NS | Norfolk Southern Corporation | MWD Logistics | Mansfield | Warehouse | 3 rail spots |
| NS | Norfolk Southern Corporation | Dayton Synchronous Support Center | Dayton | Warehouse | 14 rail spots |

Table A-6. Summary of Ohio Transload Facilities (continued)

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|------------------------------|--|-------------------|---------------|---|
| NS | Norfolk Southern Corporation | Fleetchem LLC | Monroe | Warehouse | 4 rail spots |
| NS | Norfolk Southern Corporation | Findlay's Tall Timbers Distribution Center | Findlay | Warehouse | 3 rail spots |
| NS | Norfolk Southern Corporation | Findlay's Tall Timbers Distribution Center | Findlay | Warehouse | 3 rail spots |
| NS | Norfolk Southern Corporation | Caruso Inc | Cincinnati | Warehouse | 5 rail spots |
| NS | Norfolk Southern Corporation | VOGT Warehouse | Cincinnati | Warehouse | 9 rail spots |
| NS | Norfolk Southern Corporation | Queen City Container Company | Sharonville | Warehouse | 4 rail spots |
| NS | Norfolk Southern Corporation | Taylor Distributing Co. | Evendale | Warehouse | 6 rail spots |
| NS | Norfolk Southern Corporation | Good's Rail & Truck Transfer | Camden | Warehouse | 15 rail spots |
| NS | Norfolk Southern Corporation | VOGT Warehouse E Sharon Road | Cincinnati | Warehouse | 5 rail spots |
| NS | Norfolk Southern Corporation | VOGT Warehouse | Evendale | Warehouse | 9 rail spots |
| NS | Norfolk Southern Corporation | Ohio Logistics Group | Bellevue | Warehouse | 6 rail spots |
| NS | Norfolk Southern Corporation | Peoples Cartage | Massillon | Warehouse | 58 rail spots |
| NS | Norfolk Southern Corporation | Queen City Terminals | Cincinnati | Transload | Unreported |
| NS | Norfolk Southern Corporation | D'Coil | Sheffield Village | Warehouse | 5 rail spots |
| NS | Norfolk Southern Corporation | Amware Distribution Warehouse | Cleveland | Warehouse | 5 rail spots |
| NS | Norfolk Southern Corporation | Kuhlman Corporation | Toledo | Warehouse | 1 rail spots |
| NS | Norfolk Southern Corporation | The Andersons Incorporated | Toledo | Transload | 65 rail spots |
| NS | Norfolk Southern Corporation | Heinz North America | Toledo | Warehouse | 4 rail spots |
| NS | Norfolk Southern Corporation | Spartan Logistics | Toledo | Warehouse | 7 rail spots |
| NS | Norfolk Southern Corporation | Toledo Harbor Warehousing | Toledo | Warehouse | 15 rail spots |
| NS | Norfolk Southern Corporation | Midwest Terminals of Toledo | Toledo | Transload | 175 rail spots |
| NS | Norfolk Southern Corporation | International Distribution Services Inc. | Macedonia | Warehouse | 27 rail spots |
| NS | Norfolk Southern Corporation | New Age Logistics | Cleveland | Warehouse | 6 rail spots |

Table A-6. Summary of Ohio Transload Facilities (continued)

| Serving Railroad | Railroad Company Name | Name | Location | Facility Type | Capacity Car spots or track feet if known |
|------------------|------------------------------|---------------------------------|----------------|---------------|---|
| NS | Norfolk Southern Corporation | Tidewater Logistics Corporation | Steubenville | Warehouse | 150 rail spots |
| NS | Norfolk Southern Corporation | Buckeye Transfer Realth LLC | Columbiana | Warehouse | 110 rail spots |
| NS | Norfolk Southern Corporation | S H Bell | East Liverpool | Warehouse | 45 rail spots |
| NS | Norfolk Southern Corporation | Mid-West Materials Incorporated | Perry | Warehouse | 6 rail spots |

Source: Short line and regional railroad survey, rail carrier websites

Table A-7. Summary of Ohio Automotive Ramps

| Location | Serving Railroad | Loading | Unloading |
|------------------------------------|------------------|--|-----------|
| Avon Lake, OH | NS | Ford / Pre-Trip Location | Ford |
| Cincinnati, OH (Cementdale) | CSX | | GM |
| East Liberty, OH | CSX | Honda | |
| Fostoria, OH | NS | Inactive Rail | |
| Lorain, OH (Fairlane) | NS | Inactive | Inactive |
| Lorain, OH (Oak Point) | NS | Inactive | Inactive |
| Marion, OH | CSX | Inactive | Inactive |
| Marysville, OH | CSX | Honda | |
| Moraine, OH | NS | Inactive | Inactive |
| Toledo, OH (Ottawa North) | AA | Chrysler | |
| Toledo, OH (Ottawa South) | AA | Chrysler | Chrysler |
| Toledo, OH (Ottawa Yard) | AA | GM | |
| Walbridge, OH | CSX | Inactive | |
| Lordstown, OH | NS | GM | |
| Lordstown, OH (TDSI) | CSX | Chrysler, Ford, GM, Hyundai, Kia, Nissan, Toyota | |

Source: Association of American railroads

Appendix B. Stakeholder-Identified Needs

Table B-1. Stakeholder-Identified Rail Needs

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-----------------------|---------------------|------------------------------------|----------|--|---|-----------------|--|--------------------------------|
| Bridge rehabilitation | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Williamsburg Bridge Repairs | Repairs bridge to maintain continued service. | \$1,500,000 | Ensures continued service across bridge | Railroad survey |
| Bridge rehabilitation | Cuyahoga | Flats Industrial Railroad | FIRR | #4 Lift Bridge Rehab | Rehabilitation of lift bridge for continued service. | | Prevents loss of service | Railroad survey |
| Bridge rehabilitation | Mahoning/Columbiana | Youngstown & Southeastern Railroad | YSRR | Bridge Repairs | Repairs bridges to maintain 286k railcar capacity. | \$500,000 | Prevents loss of competitive access | Railroad survey |
| Corridor preservation | Multiple | OKI | | Rail Transit Right of Way Preservation | Preservation of right-of-way for future passenger rail transit. | \$5,513,000 | Provides rail corridor preservation, future passenger rail service | L RTP |
| Crossing improvement | Lucas | Ann Arbor Railroad | AA | Matzinger Rd. Upgrade | Improved conditions at grade crossing. | \$65,000 | Improves conditions at crossing | Railroad survey |
| Grade separation | Butler | OKI | CSX | Wayne Madison Rd - Toledo | Grade separate Wayne Madison Rd in Trenton. | \$15,784,000 | Improve safety, increase highway and rail mobility | L RTP Appendix E |
| Grade separation | Delaware | MORPC | NS | Glenn Parkway - Delaware County | Grade separate Glenn Parkway in Delaware County, which eliminates the Berlin Station Rd grade crossing. | \$19,049,000 | Improve safety, increase highway and rail mobility | Competitive Advantage Projects |
| Grade separation | Franklin | MORPC | NS | Hilliard-Rome Rd grade separation | Grade separate Hilliard-Rome Rd in Prairie Township. | | Improve safety, increase highway and rail mobility | MPO Meeting |
| Grade separation | Lake | NOACA | NS | Hopkins Rd - Mentor | Grade separate Hopkins Rd in Mentor. | \$12,627,000 | Improve safety, increase highway and rail mobility | L RTP/MPO Meeting |
| Grade separation | Lucas | TMACOG | CSX | Summit St - Toledo | Grade separate Summit St in Toledo. | \$15,784,000 | Improve safety, increase highway and rail mobility | L RTP/MPO Meeting |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-------------------|------------|--|----------|---|--|-----------------|--|--|
| Grade separation | Lucas | TMACOG | CSX/AA | Matzinger Rd - Toledo | Grade separate Matzinger Rd in Toledo. | \$29,464,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Lucas | TMACOG | NS | Phillips Ave - Toledo | Grade separate Phillips Ave in Toledo. | \$23,150,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Miami | MVRPC | CSX | New Connector Rd - Tipp City | Grade separate proposed new connector road in Tipp City. | \$8,327,000 | Improve safety, increase highway and rail mobility | LRTP-Proposed Congestion Mgmt Projects |
| Grade separation | Montgomery | MVRPC | CSX | Farmersville-West Carrollton Rd - West Carrollton | Grade separate Farmersville-West Carrollton Rd in West Carrollton. | \$4,944,000 | Improve safety, increase highway and rail mobility | LRTP-Proposed Congestion Mgmt Projects |
| Grade separation | Seneca | ODOT | CSX | TR43 Extension - Fostoria | Grade separate TR43 Extension in Fostoria. | \$10,259,000 | Improve safety, increase highway and rail mobility | STIP |
| Grade separation | Summit | AMATS | NS | Hudson Grade Separation (Hines Hill/Stow Rd) | Grade separate Hines Hill Rd and/or Stow Rd in Hudson. | | Improve safety, increase highway and rail mobility | MPO Meeting |
| Grade separation | Trumbull | Eastgate | CSX | Muth Rd - Lordstown | Grade separate Muth Rd in Lordstown. | | Improve safety, increase highway and rail mobility | MPO Meeting |
| Grade separation | Trumbull | Eastgate | YB | Larchmont/Bronze - Warren | Grade separate Larchmont Ave/Bronze Rd in Warren. | | Improve safety, increase highway and rail mobility | MPO Meeting |
| Grade separation | Wood | TMACOG | CSX | North Baltimore-area grade separation | Grade separation in the North Baltimore area. | \$17,889,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Wood | TMACOG | CSX | SR235/SR18 - Hoytville | Grade separate SR235/SR18 in Hoytville. | \$12,627,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Industrial access | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Transload Area Improvements | Adds 16 car spots to reach a large manufacturing building. | \$370,000 | Adds a possible customer | Railroad survey |
| Industrial access | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Siding Extension | Extends siding 630 track feet. | \$101,000 | Frees up main track and facilitates lime and plastic unloading | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-------------------|------------|---------------------------|-----------|---|---|-----------------|---|-----------------|
| Industrial access | Columbiana | OMEGA | NS | Wellsville Intermodal Rail Spur | Extend existing rail spur at Wellsville Intermodal facility to support recent growth. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Columbiana | OMEGA | NS | Leetonia / World Trade Park Spur | Construct railroad spur at the World Trade Park in Leetonia to be able to attract new business to the development. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Cuyahoga | Flats Industrial Railroad | FIRR | Rail Spur Into New Industrial Park | Construction of rail spur for new industrial development. | | Facilitates additional carloads and job creation | Railroad survey |
| Industrial access | Guernsey | OMEGA | CUOH | AMG Vanadium Spur | Additional rail spur to AMG Vanadium to support proposed \$35 million roaster. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Guernsey | OMEGA | CUOH | Dyno-Nobel Expansion | Expansion of Dyno-Nobel transload facility in Cambridge. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Guernsey | OMEGA | CUOH | West Cambridge Rail | Establish rail service to companies in the west Cambridge business area. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Hamilton | OKI | CIND/CS X | Railroad Track Improvements, Conrail Site | Construct spurs or other necessary railroad improvements to facilitate railroad service to the former Conrail site located on US 50 (River Rd). | \$4,411,000 | Supports economic development, additional usage of rail | L RTP |
| Industrial access | Miami | MVRPC | CSX | CSX Rail Spur | Construct a 2,000-foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113-acre Prill property. | \$4,209,000 | Supports economic development, additional usage of rail | L RTP |
| Industrial access | Noble | OMEGA | | MAGNAM Industrial Park Rail | Provide rail service to the proposed MAGNAM Innovation Park in Noble County. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Stark | SCATS | WLE | Rail Infrastructure for Development Sites | Rail infrastructure at a 400-acre county-owned site and an additional 300-acre site in Louisville. | | Supports economic development, additional usage of rail | MPO Meeting |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-------------------|--------------------|---|------------|--|---|-----------------|---|--------------------------------|
| Industrial access | Trumbull | Eastgate | | AutoParkIt Rail Infrastructure | Rail Infrastructure supporting ongoing AutoParkIt efforts. ORDC participated in funding \$30,000 of engineering work. | | Supports economic development | MPO Meeting |
| Industrial access | Trumbull | Eastgate | | Warren Redevelopment Projects | Rail infrastructure supporting Warren Steel Holdings and Wheatland Tube sites. | | Supports economic development, additional usage of rail | MPO Meeting |
| Industrial access | Wayne | Akron Barberton Cluster Railway | AB | Rittman Extension | Capability to handle 2-4 carloads additional carloads daily. | \$450,000 | Potential additional customer | Railroad survey |
| Intermodal | Franklin | MORPC | NS | Rickenbacker Intermodal Facility Expansion | Capacity expansion of the Rickenbacker intermodal facility. | \$19,777,000 | Supports economic development, additional usage of rail | Competitive Advantage Projects |
| Multiple | Jefferson, Belmont | ORDC | NS | INFRA Grant - Ohio River Rail Improvement Project | Rail improvements on the NS River Line to facilitate PTT ethane cracker proposal. | \$32,000,000 | Support major industrial development project | ORDC |
| Multiple | Lucas | TMACOG | | Maumee River New Shared Use Bridge | Add Maumee River passenger and freight rail bridge with bike/pedestrian facility, adjoining existing NS bridge. | \$263,072,000 | Increases rail capacity and fluidity | MPO Meeting |
| Multiple | Tuscarawas | City of New Philadelphia / Dennison Depot | RJC / CUOH | New Philadelphia - Dennison Freight and Excursion Proposal | Proposal for expanded Dennison Depot excursion service to New Philadelphia and examination of increased freight rail usage south of New Philadelphia. | | | MPO Meeting |
| New rail line | Multiple | OMEGA | | Ohio River Rail Connection | Re-establish rail connection between Guernsey County and Ohio River locations. | | Creates additional transportation options for region | MPO Meeting |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|----------|--------------------|----------|--|--|-----------------|---|-----------------|
| Passenger rail | Cuyahoga | NOACA | | Cleveland Multimodal Transportation Facility - Planning Phases | Future planning studies for a proposed facility in downtown Cleveland that would accommodate passenger rail, transit, and intercity service. Cleveland has completed a \$120,000 initial study of this project, which was funded by NOACA. | | Investigates opportunity that would improve multimodal connectivity | MPO Meeting |
| Passenger rail | Cuyahoga | NOACA | | Cleveland Multimodal Transportation Facility - Future Phases | Construction of a proposed facility in downtown Cleveland that would accommodate Cleveland that would accommodate passenger rail, transit, and intercity service. | \$50,000,000 | Improves multimodal connectivity | MPO Meeting |
| Passenger rail | Erie | Erie County RPC | | Amtrak Station Improvements | Improvements at the Sandusky Amtrak station to achieve ADA compliance and state of good repair as well as planning for a proposed multimodal transit facility. | \$1,147,000 | Improves multimodal connectivity, provides ADA compliance | L RTP |
| Passenger rail | Hamilton | City of Cincinnati | CSX | New Station Track | Add approximately 1500 feet of track parallel to CSX mainline tracks at the Cincinnati Union Terminal for future, additional passenger service, with new level boarding platform. | \$4,411,000 | Enables passenger rail service | L RTP |
| Passenger rail | Lake | City of Mentor | | New Amtrak Stop and Station - Mentor | Construct new Amtrak station / multimodal center following feasibility study for new stop in Mentor. | \$5,108,000 | Improves multimodal connectivity | All Aboard Ohio |
| Passenger rail | Licking | LCATS | CUOH | Passenger Rail Feasibility Analysis | A feasibility analysis of a passenger rail connection between Newark and Columbus, then to Zanesville, for 25mph passenger rail service. | | Investigates potential passenger rail opportunity | L RTP |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|----------|-------------------------|----------|---|---|-----------------|---|--------------------------------|
| Passenger rail | Lucas | TMACOG / City of Toledo | | Toledo-Detroit Rail Ridership Feasibility and Cost Estimate Study | Future planning studies for a proposed Toledo-Detroit passenger rail connection. TMACOG and the City of Toledo are funding a preliminary \$50,000 feasibility study. | | Investigates potential passenger rail opportunity | MPO Meeting |
| Passenger rail | Multiple | MORPC | | Rapid Speed Transportation Initiative - Planning Phases | Planning studies for the RSTI, which explores options to better connect the Columbus Region with major metropolitan regions of the Midwest. A multi-phased planning effort will examine the feasibility for railroad technologies including hyperloop and traditional rail. | | Investigates potential passenger rail opportunities | Competitive Advantage Projects |
| Passenger rail | Multiple | MORPC | | Rapid Speed Transportation Initiative - Future Phases | Future construction of infrastructure related to the RSTI, which explores options to better connect the Columbus Region with major metropolitan regions of the Midwest. | | Continues efforts related to the initiative | Competitive Advantage Projects |
| Passenger rail | Multiple | NOACA | NS | Toledo-Cleveland-Detroit Rail Corridor Investment Plan | Service Development Plan and a FRA Tier-1 Environmental Impact Statement for the 165-mile Toledo - Cleveland - Detroit Corridor. | \$2,000,000 | Investigates potential passenger rail opportunity | MPO Meeting |
| Passenger rail | Multiple | TMACOG | CSX | North-South Passenger Service | Implement north-south passenger train service, Toledo to Bowling Green to Columbus. | \$315,686,000 | Considers additional passenger rail opportunities | MPO Meeting |
| Passenger rail | Multiple | TMACOG | Multiple | Ohio Hub | Build Ohio Hub high speed passenger rail system. | \$315,686,000 | Considers additional passenger rail opportunities | MPO Meeting |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|-----------|--|----------|--|---|-----------------|--|------------------------------------|
| Passenger rail | Multiple | TMACOG | NS | Passenger Service Frequency/Destination Improvements | Increase passenger train service to 5 round trips/day, Toledo to Cleveland; add new Toledo-Detroit service; and upgrade stations. Add possible Toledo to Detroit Metro and Toledo to Ann Arbor connections. | \$315,686,000 | Considers additional passenger rail opportunities | MPO Meeting |
| Passenger rail | Portage | All Aboard Ohio | | New Amtrak Stop and Station - Ravenna-Kent | Construct new Amtrak station multimodal center following feasibility study for new stop in Ravenna or Kent. | \$11,747,000 | Improves multimodal connectivity | All Aboard Ohio |
| Passenger rail | Preble | City of Oxford | | New Amtrak Station - Oxford | Construct new Amtrak station (city-owned) in Oxford. Oxford and Miami University have each committed \$350,000 for this project. | \$1,226,000 | Improves multimodal connectivity | All Aboard Ohio / OKI LRTP |
| Passenger rail | Williams | Amtrak / City of Bryan | | New Amtrak Station - Bryan | Construct new Amtrak station (Amtrak-owned) in Bryan. | \$1,226,000 | Improves platform width and allows for ADA compliance | All Aboard Ohio |
| Rail bypass | Fayette | Indiana & Ohio Railway Company | IORY | Washington Courthouse By-pass | Feasibility study to examine the option to reduce train movements over at grade crossings as well as the elimination of redundant crossings through Washington Court House. | | Reduces number of blocked crossings and extended periods of crossing activations | Railroad survey |
| Rail capacity | Allen | Chicago, Ft. Wayne & Eastern Railroad | CFE | Lima Yard Upgrade | Yard improvements and upgraded turnouts for safety and efficiency. | \$1,037,000 | Helps prevent service disruptions to local customers | Railroad survey/Rail plan comments |
| Rail capacity | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Unit Train Track Upgrades | Upgrades tracks to be able to handle unit grain trains. | \$157,000 | Facilitates additional carloads | Railroad survey |
| Rail capacity | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Carson Siding Improvement | Makes existing siding double-ended and adds 840 track feet. | \$151,000 | Improves traffic through Carson and saves an hour a day | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------|-----------|---------------------------------|--------------|--|---|-----------------|---|---------------------------|
| Rail capacity | Clark | Indiana & Ohio Railway Company | IORY | Springfield Yard Upgrade | Improve conditions at the north end of the yard under the NS overhead bridge as well as upgrading existing turnouts in need of replacement. | \$725,000 | Improves local switching operations to area customers and enhances intermodal service | Railroad survey |
| Rail capacity | Cuyahoga | Cleveland Commercial Railroad | CCRL | CCRL Von Wiler Yard | Improve yard by making single-ended connections double-ended. | | Improves efficiency | Meetings with short lines |
| Rail capacity | Cuyahoga | Newburgh & South Shore Railroad | NSR | Yard improvements | Improvements to yard to accommodate expansion of key customer. | | Improves operations | Meetings with short lines |
| Rail capacity | Fulton | Indiana & Ohio Railway Company | IORY | Delta Yard and Area Improvements | Rehabilitate and return service to currently unused tracks allowing additional capacity and storage space as well as add additional siding capacity. | \$7,000,000 | Supports new business opportunities in the vicinity related to the local steel industry | Railroad survey |
| Rail capacity | Hamilton | OKI | CSX/NS | Hopple Street Passing Track and Crossovers | CSX Queensgate and NS Gest Street yards: Provide additional horizontal clearance, 1000' of track, and construct crossovers or connecting track. | \$17,246,000 | Increases rail capacity and fluidity | L RTP |
| Rail capacity | Hamilton | OKI | CSX/NS | Mill Creek Additional Track | Increase rail capacity by adding approximately 8,600 feet of fourth track from RH Tower (located at the north end of the CSX Queensgate Terminal) to the NA Junction. | \$22,053,000 | Increases rail capacity and fluidity | L RTP |
| Rail capacity | Jefferson | BHJ | NS/WLE | Regional Rail Yard Improvements | Improvements at Mingo Junction and Martins Ferry rail yards. | | Supports economic development | MPO Meeting |
| Rail capacity | Jefferson | BHJ | NS/WLE/ CUOH | Shale Hub Proposal | Rail infrastructure necessary for a proposed regional shale hub. | | Supports economic development | MPO Meeting |
| Rail capacity | Lucas | Ann Arbor Railroad | AA | CTC Upgrade | Improves signaling system at interchange. | \$350,000 | Improved interchange | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|-----------------|---------------------------------------|-----------|---|--|-----------------|---|-----------------|
| Rail capacity | Multiple | Clark County-Springfield TCC | IORY | Springfield-Washington CH Class 3 Upgrade | Bring WESTCO-owned, IORY-operated track between Springfield and Washington CH to FRA Class 3 (40mph) conditions. | \$1,500,000 | Provides higher rail capacity, better service | MPO Meeting |
| Rail capacity | Stark | SCATS | WLE | WLE Spencer to Brewster Passing Siding | Construction of a passing siding on WLE Spencer to Brewster line. | \$49,480,000 | Increases rail capacity and fluidity | L RTP |
| Rail capacity | Summit | Akron Barberton Cluster Railway | AB | Storage Tracks | Construction of tracks for car storage and transload. | \$500,000 | Safer local storage | Railroad survey |
| Rail capacity | Williams | Indiana Northeastern Railroad Company | IN | Upgrade for 20 MPH | Track upgrades to increase track class to improve operational efficiency. | \$694,000 | Improved operational efficiency | Railroad survey |
| Rail connection | Carroll | Ohi-Rail Corporation | OHIC | W&LE Interchange Reconfiguration | Interchange improvements to facilitate unit train traffic with W&LE. | \$360,000 | Allows for safer rail operation | Railroad survey |
| Rail connection | Columbiana | Ohi-Rail Corporation | OHIC | Bayard Siding | Siding improvements to facilitate increased interchange potential. | \$500,000 | Allows for after rail operation | Railroad survey |
| Rail connection | Hamilton | OKI | CIND/CS X | Southwest Connection | Construct a railroad flyover bridge connecting CIND and CSX Indiana Subdivision to CSX Nos. 1 and 2 mainline tracks. | \$61,750,000 | Improves connectivity of rail network | L RTP |
| Rail connection | Williams | Indiana Northeastern Railroad Company | IN | New Interchange Track | New interchange track that facilitates continued interchange. | \$2,638,000 | Prevents loss of interchange | Railroad survey |
| Rail rehabilitation | Adams/Scioto | Cincinnati Eastern Railroad, LLC | CCET | Peebles to Portsmouth Rehab | Rehabilitation of section of line for 300,000 tons of stone & aggregate business annually. | \$4,000,000 | Re-open new corridor for rail freight | Railroad survey |
| Rail rehabilitation | Allen, Van Wert | RJ Corman Railroad Company | RJCR | Speg Track Rehab | Track rehabilitation for sustained service. | \$1,900,000 | Continued operational efficiency | Railroad survey |
| Rail rehabilitation | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Plum Run Infrastructure Repair | Infrastructure repair and rehabilitation for train shipments out of Plum Run (Hanson Aggregates). | \$1,000,000 | Allows a potential customer to use rail service | Railroad survey |
| Rail rehabilitation | Columbiana | Youngstown & Southeastern Railroad | YSRR | Columbiana-Signal Rehab | Rehabilitation project to lift slow orders and limits on length. | \$650,000 | Addresses derailment issues and limits on development | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|---------------------------|---|----------|--------------------------------------|--|-----------------|---|------------------------------------|
| Rail rehabilitation | Columbiana | Youngstown & Southeastern Railroad | YSRR | Signal-Negley Rail Replacement | Replaces rail on section of line for future traffic development. | \$800,000 | Prevents unsustainable MOW costs | Railroad survey |
| Rail rehabilitation | Cuyahoga, Geauga, Portage | Cleveland Commercial Railroad | CCRL | CCRL Rail Rehabilitation | Rehabilitate Bridge 13.53 with 1,300 new ties and a new bridge deck. | | Brings rail line to a state of good repair | Meetings with short lines |
| Rail rehabilitation | Franklin | Camp Chase Railroad | CAMY | Georgesville-Norton Rehab | Rehabilitations on line to maintain FRA Class 1 conditions. | \$250,000 | Addresses derailments issues and limits on hazmat traffic | Railroad survey |
| Rail rehabilitation | Franklin/Madison | Camp Chase Railroad | CAMY | Norton-Lilly Chapel Rehab | Rehabilitation on line to maintain FRA Class 1 conditions. | \$350,000 | Addresses limits on future traffic development | Railroad survey |
| Rail rehabilitation | Fulton | Indiana & Ohio Railway Company | IORY | DTI North Rehab | Rehabilitation of the DTI North portion of the line. | | Supports new business opportunities in the vicinity related to the local steel industry | Rail plan comments |
| Rail rehabilitation | Hamilton | Indiana & Ohio Railway Company | IORY | Blue Ash Sub Rail Replacement | Rail replacement to remediate defects on the line. | | Provides improved service to the customers on the line and safety of hazmat shipments | Rail plan comments |
| Rail rehabilitation | Hamilton | Indiana Eastern Railroad | IERR | Rail Rehab | Track rehabilitation for continued customer service. | \$502,000 | Avoids hazmat derailments | Railroad survey |
| Rail rehabilitation | Hamilton | The Central Railroad Company of Indiana | CIND | Main Line Rehab | Rehabilitation to remove slow orders and improve efficiency. | \$712,000 | Helps prevent service disruptions to key customers | Railroad survey |
| Rail rehabilitation | Highland | Indiana & Ohio Railway Company | IORY | Greenfield Line Rehab | Rehabilitation of the Greenfield Line. | | Maintains timely service to customers | Rail plan comments |
| Rail rehabilitation | Hocking | Indiana & Ohio Railway Company | IORY | Logan Sub Rehab and Rail Replacement | Rehabilitation of 10 track miles restoring the line to FRA Class 2 (25mph), reducing the number of geometry, surface and tie defects; rail replacement to remediate defects on the line. | \$897,000 | Allows for more fluid, timely service to local customers | Railroad survey/Rail plan comments |
| Rail rehabilitation | Jackson | Ohio South Central Railroad | OSCR | Track Rehab | Track rehabilitation to open out of service track and allow for new developments | \$500,000 | Facilitate additional carloads | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|---------------------------|---------------------------------------|----------|------------------------------------|---|-----------------|---|------------------------------------|
| Rail rehabilitation | Mahoning | Youngstown & Southeastern Railroad | YSRR | LE&E Rehab | Rehabilitation on line to maintain connections to NS, CSX. | \$200,000 | Maintenance of only source of traffic | Railroad survey |
| Rail rehabilitation | Mahoning | Youngstown & Southeastern Railroad | YSRR | Associated Paper Siding | Constructs siding to allow for more efficient service to customers. | \$125,000 | Reduces service disruptions | Railroad survey |
| Rail rehabilitation | Mercer | RJ Corman Railroad Company | RJCR | Coldwater Track Rehab | Track rehabilitation for sustained service. | \$720,000 | Continued operational efficiency | Railroad survey |
| Rail rehabilitation | Multiple | Chicago, Ft. Wayne & Eastern Railroad | CFE | Main Line Welded Rail | Welded rail to reduce slow orders and improve efficiency. | \$1,281,000 | Helps prevent service disruptions | Railroad survey/Rail plan comments |
| Rail rehabilitation | Multiple | Clark County-Springfield TCC | IOFY | WESTCO Line Maintenance | Ensure that WESTCO-owned lines can continue to operate and benefit local shippers. | | Provides rail corridor preservation, continues existing service | MPO Meeting |
| Rail rehabilitation | Multiple | Columbus & Ohio River Railroad | CUOH | Panhandle Rail Replacement Program | Rail replacement to remediate defects at 7 locations along the Panhandle. | \$3,236,000 | Remediates rail defects | Rail Plan Comments |
| Rail rehabilitation | Multiple | Indiana & Ohio Railway Company | IOFY | Midland Sub Rehab | Rehabilitation work on the Midland Sub to achieve FRA Class 3 (40mph). | | Improves fluidity on the line | Rail plan comments |
| Rail rehabilitation | Multiple | Indiana & Ohio Railway Company | IOFY | Signaling Upgrades | Upgrades of track circuits and signals associated with speed increases on IOFY lines. | | Maintains functionality of circuits and signals | Rail plan comments |
| Rail rehabilitation | Paulding, Defiance, Henry | Napoleon, Defiance & Western Railway | NDW | Mainline Rehab | Track rehabilitation to improve safety and industrial development. | \$25,000,000 | Improves railcar capacity to 286k and prevents loss of business | Railroad survey |
| Rail rehabilitation | Sandusky, Seneca | Northern Ohio & Western Railway | NOW | NOW Rail Rehabilitation | Rehabilitation of the NOW line. | \$511,000 | Brings line to state of good repair | Meetings with short lines |
| Rail rehabilitation | Summit | Akron Barberton Cluster Railway | AB | Rail Upgrade | Improved service times. | \$1,000,000 | More efficient service | Railroad survey |
| Rail rehabilitation | Tuscarawas | RJ Corman Railroad Company | RJCR | Warwick Track Rehab | Track rehabilitation for sustained service. | \$1,200,000 | Continued operational efficiency | Railroad survey |
| Rail rehabilitation | Tuscarawas | RJ Corman Railroad Company | RJCR | Dover Track Rehab | Track rehabilitation for sustained service. | \$700,000 | Continued operational efficiency | Railroad survey |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|----------|----------|----------|---------------------------------|---|-----------------|---|-------------|
| Rail tourism | Stark | SCATS | | Hall of Fame Passenger Rail | Proposal for passenger rail shuttle between Football Hall of Fame and Airport. | | Supports economic development | MPO Meeting |
| Road clearance | Allen | LACRPC | Multiple | Low Clearance RR Bridges | Improve multiple RR bridges with inadequate vertical and/or horizontal clearance. | | Increases roadway mobility | MPO Meeting |
| Road clearance | Butler | OKI | NS | Cincinnati-Dayton Rd Mouse Hole | Widen by adding one lane and construct new Norfolk Southern Railroad piers/bridge from SR 129 to Maud Hughes. | \$16,540,000 | Increases roadway mobility | L RTP |
| Road clearance | Butler | OKI | NS | Hamilton-Mason Rd Mouse Hole | Widen roadway and construct new Norfolk Southern Railroad piers/bridge. | \$13,232,000 | Increases roadway mobility | L RTP |
| Road clearance | Butler | OKI | NS | Kyles Station Rd Mouse Hole | Widen roadway and construct new Norfolk Southern Railroad piers/bridge. | \$15,437,000 | Increases roadway mobility | L RTP |
| Road clearance | Butler | OKI | NS | Princeton Rd Mouse Hole | Widen roadway and construct new Norfolk Southern Railroad piers/bridge. | \$13,232,000 | Increases roadway mobility | L RTP |
| Road clearance | Butler | OKI | NS | West Chester Rd Mouse Hole | Widen roadway and construct new Norfolk Southern Railroad piers/bridge. | \$17,643,000 | Increases roadway mobility | L RTP |
| Road clearance | Harrison | OMEGA | CUOH | US250 Bridge Clearance | Reconstruct Panhandle bridge over US250 east of Uhrichsville, which has inadequate vertical clearance for many overheight trucks and leads to long truck detours. | \$12,841,000 | Increases roadway mobility | MPO Meeting |
| Road clearance | Multiple | Eastgate | Multiple | Low Clearance RR Bridges | Improve multiple RR bridges with inadequate vertical clearance. | | Increases roadway mobility | MPO Meeting |
| Road clearance | Multiple | NOACA | Multiple | Low Clearance RR Bridges | Improve multiple RR bridges with inadequate vertical clearance. | | Increases roadway mobility | MPO Meeting |
| Road clearance | Multiple | NOACA | Multiple | Poor Condition RR Bridges | Improve multiple RR bridges that NOACA considers to be in poor condition. | | Would bring bridges to a better state of repair | MPO Meeting |

Table B-1. Stakeholder-Identified Rail Needs (continued)

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-----------|-----------|--|----------|----------------------------------|--|-----------------|---|-----------------|
| Transload | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Covered Crossdock Platform | Construction of covered crossdock platform to unload box cars. | \$40,000 | Facilitates additional carloads | Railroad survey |
| Transload | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Concrete Lumber Pad | Construction of a concrete pad for unloading of lumber. | \$17,000 | Facilitates additional carloads | Railroad survey |
| Transload | Brown | Cincinnati Eastern Railroad, LLC | CCET | Macon Transload | Construction of aggregate transload facility. | \$750,000 | Removal of trucks from US 32 | Railroad survey |
| Transload | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Huhtamaki Warehouse & Transload | Construction of transload/warehouse facility for future expansion and large carload development. | \$8,000,000 | Growth of rail use and job creation at local employer | Railroad survey |
| Transload | Hamilton | Cincinnati Eastern Railroad, LLC | CCET | Newtown Transload/Warehouse | Construction of transload/warehouse facility for future industrial development. | \$10,000,000 | Reduces area truck congestion | Railroad survey |
| Transload | Meigs | Kanawha River Railroad, LLC | KNWA | Expansion of Middleport Terminal | Expands Middleport Terminal to facilitate transload opportunities. | \$500,000 | Provides region with alternative to trucking | Railroad survey |
| Transload | Portage | Akron Barberton Cluster Railway | AB | Ravenna Transload | Construct transload in Portage County. | \$350,000 | Allows for local service and removes trucks from area roads | Railroad survey |

Appendix C. Consider for Federal Grant Application

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-----------------------|-------------------------|------------------------------------|----------|---|--|-----------------|--|--|
| Bridge rehabilitation | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Williamsburg Bridge Repairs | Repairs bridge to maintain continued service. | \$1,500,000 | Ensures continued service across bridge | Railroad survey |
| Bridge rehabilitation | Mahoning/ Columbiana | Youngstown & Southeastern Railroad | YSRR | Bridge Repairs | Repairs bridges to maintain 286k railcar capacity. | \$500,000 | Prevents loss of competitive access | Railroad survey |
| Crossing improvement | Lucas | Ann Arbor Railroad | AA | Matzinger Rd. Upgrade | Improved conditions at grade crossing. | \$65,000 | Improves conditions at crossing | Railroad survey |
| Grade separation | Lucas | TMACOG | CSX | Summit St - Toledo | Grade separate Summit St in Toledo. | \$15,784,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Lucas | TMACOG | CSX/AA | Matzinger Rd - Toledo | Grade separate Matzinger Rd in Toledo. | \$29,464,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Lucas | TMACOG | NS | Phillips Ave - Toledo | Grade separate Phillips Ave in Toledo. | \$23,150,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Miami | MVRPC | CSX | New Connector Rd - Tipp City | Grade separate proposed new connector road in Tipp City. | \$8,327,000 | Improve safety, increase highway and rail mobility | LRTP-Proposed Congestion Mgmt Projects |
| Grade separation | Montgomery | MVRPC | CSX | Farmersville-West Carrollton Rd - West Carrollton | Grade separate Farmersville-West Carrollton Rd in West Carrollton. | \$4,944,000 | Improve safety, increase highway and rail mobility | LRTP-Proposed Congestion Mgmt Projects |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-------------------|-----------|--|----------|--|---|-----------------|--|--------------------------------|
| Grade separation | Seneca | ODOT | CSX | TR43 Extension - Fostoria | Grade separate TR43 Extension in Fostoria. | \$10,259,000 | Improve safety, increase highway and rail mobility | STIP |
| Grade separation | Wood | TMACOG | CSX | North Baltimore-area grade separation | Grade separation in the North Baltimore area. | \$17,889,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Grade separation | Wood | TMACOG | CSX | SR235/SR18 - Hoytville | Grade separate SR235/SR18 in Hoytville. | \$12,627,000 | Improve safety, increase highway and rail mobility | LRTP/MPO Meeting |
| Industrial access | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Transload Area Improvements | Adds 16 car spots to reach a large manufacturing building. | \$370,000 | Adds a possible customer | Railroad survey |
| Industrial access | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Siding Extension | Extends siding 630 track feet. | \$101,000 | Frees up main track and facilitates lime and plastic unloading | Railroad survey |
| Industrial access | Miami | MVRPC | CSX | CSX Rail Spur | Construct a 2,000-foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113-acre Prill property. | \$4,209,000 | Supports economic development, additional usage of rail | LRTP |
| Industrial access | Trumbull | Eastgate | | AutoParkIt Rail Infrastructure | Rail Infrastructure supporting ongoing AutoParkIt efforts. ORDC participated in funding \$30,000 of engineering work. | | Supports economic development | MPO Meeting |
| Industrial access | Wayne | Akron Barberton Cluster Railway | AB | Rittman Extension | Capability to handle 2-4 carloads additional carloads daily. | \$450,000 | Potential additional customer | Railroad survey |
| Intermodal | Franklin | MORPC | NS | Rickenbacker Intermodal Facility Expansion | Capacity expansion of the Rickenbacker intermodal facility. | \$19,777,000 | Supports economic development, additional usage of rail | Competitive Advantage Projects |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|--------------------|-------------------------|----------|---|---|-----------------|---|--------------------------------|
| Multiple | Jefferson, Belmont | ORDC | NS | INFRA Grant - Ohio River Rail Improvement Project | Rail improvements on the NS River Line to facilitate PTT ethane cracker proposal. | \$32,000,000 | Support major industrial development project | ORDC |
| Passenger rail | Cuyahoga | NOACA | | Cleveland Multimodal Transportation Facility - Planning Phases | Future planning studies for a proposed facility in downtown Cleveland that would accommodate passenger rail, transit, and intercity service. Cleveland has completed a \$120,000 initial study of this project, which was funded by NOACA. | | Investigates opportunity that would improve multimodal connectivity | MPO Meeting |
| Passenger rail | Erie | Erie County RPC | | Amtrak Station Improvements | Improvements at the Sandusky Amtrak station to achieve ADA compliance and state of good repair as well as planning for a proposed multimodal transit facility. | \$1,147,000 | Improves multimodal connectivity, provides ADA compliance | L RTP |
| Passenger rail | Lucas | TMACOG / City of Toledo | | Toledo-Detroit Rail Ridership Feasibility and Cost Estimate Study | Future planning studies for a proposed Toledo-Detroit passenger rail connection. TMACOG and the City of Toledo are funding a preliminary \$50,000 feasibility study. | | Investigates potential passenger rail opportunity | MPO Meeting |
| Passenger rail | Multiple | MORPC | | Rapid Speed Transportation Initiative - Planning Phases | Planning studies for the RSTI, which explores options to better connect the Columbus Region with major metropolitan regions of the Midwest. A multi-phased planning effort will examine the feasibility for railroad technologies including hyperloop and traditional rail. | | Investigates potential passenger rail opportunities | Competitive Advantage Projects |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|----------------|-----------|--|----------|--|--|-----------------|---|------------------------------------|
| Passenger rail | Preble | City of Oxford | | New Amtrak Station - Oxford | Construct new Amtrak station (city-owned) in Oxford. Oxford and Miami University have each committed \$350,000 for this project. | \$1,226,000 | Improves multimodal connectivity | All Aboard Ohio / OKI L RTP |
| Rail capacity | Allen | Chicago, Ft. Wayne & Eastern Railroad | CFE | Lima Yard Upgrade | Yard improvements and upgraded turnouts for safety and efficiency. | \$1,037,000 | Helps prevent service disruptions to local customers | Railroad survey/Rail plan comments |
| Rail capacity | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Unit Train Track Upgrades | Upgrades tracks to be able to handle unit grain trains. | \$157,000 | Facilitates additional carloads | Railroad survey |
| Rail capacity | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Carson Siding Improvement | Makes existing siding double-ended and adds 840 track feet. | \$151,000 | Improves traffic through Carson and saves an hour a day | Railroad survey |
| Rail capacity | Clark | Indiana & Ohio Railway Company | IORY | Springfield Yard Upgrade | Improve conditions at the north end of the yard under the NS overhead bridge as well as upgrading existing turnouts in need of replacement. | \$725,000 | Improves local switching operations to area customers and enhances intermodal service | Railroad survey |
| Rail capacity | Fulton | Indiana & Ohio Railway Company | IORY | Delta Yard and Area Improvements | Rehabilitate and return service to currently unused tracks allowing additional capacity and storage space as well as add additional siding capacity. | \$7,000,000 | Supports new business opportunities in the vicinity related to the local steel industry | Railroad survey |
| Rail capacity | Hamilton | OKI | CSX/NS | Hopple Street Passing Track and Crossovers | CSX Queensgate and NS Gest Street yards: Provide additional horizontal clearance, 1000' of track, and construct crossovers or connecting track. | \$17,246,000 | Increases rail capacity and fluidity | L RTP |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|-----------------|---------------------------------------|----------|---|---|-----------------|---|-----------------|
| Rail capacity | Hamilton | OKI | CSX/NS | Mill Creek Additional Track | Increase rail capacity by adding approximately 8,600 feet of fourth track from RH Tower (located at the north end of the CSX Queensgate Terminal) to the NA Junction. | \$22,053,000 | Increases rail capacity and fluidity | L RTP |
| Rail capacity | Lucas | Ann Arbor Railroad | AA | CTC Upgrade | Improves signaling system at interchange. | \$350,000 | Improved interchange | Railroad survey |
| Rail capacity | Multiple | Clark County-Springfield TCC | IORY | Springfield-Washington CH Class 3 Upgrade | Bring WESTCO-owned, IORY-operated track between Springfield and Washington CH to FRA Class 3 (40mph) conditions. | \$1,500,000 | Provides higher rail capacity, better service | MPO Meeting |
| Rail capacity | Summit | Akron Barberton Cluster Railway | AB | Storage Tracks | Construction of tracks for car storage and and transload. | \$500,000 | Safer local storage | Railroad survey |
| Rail capacity | Williams | Indiana Northeastern Railroad Company | IN | Upgrade for 20 MPH | Track upgrades to increase track class to improve operational efficiency. | \$694,000 | Improved operational efficiency | Railroad survey |
| Rail connection | Carroll | Ohi-Rail Corporation | OHIC | W&LE Interchange Reconfiguration | Interchange improvements to facilitate unit train traffic with W&LE. | \$360,000 | Allows for safer rail operation | Railroad survey |
| Rail connection | Colombiana | Ohi-Rail Corporation | OHIC | Bayard Siding | Siding improvements to facilitate increased interchange potential. | \$500,000 | Allows for after rail operation | Railroad survey |
| Rail connection | Williams | Indiana Northeastern Railroad Company | IN | New Interchange Track | New interchange track that facilitates continued interchange. | \$2,638,000 | Prevents loss of interchange | Railroad survey |
| Rail rehabilitation | Adams/Scioto | Cincinnati Eastern Railroad, LLC | CCET | Peebles to Portsmouth Rehab | Rehabilitation of section of line for 300,000 tons of stone & aggregate business annually. | \$4,000,000 | Re-open new corridor for rail freight | Railroad survey |
| Rail rehabilitation | Allen, Van Wert | RJ Corman Railroad Company | RJCR | Speg Track Rehab | Track rehabilitation for sustained service. | \$1,900,000 | Continued operational efficiency | Railroad survey |
| Rail rehabilitation | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Plum Run Infrastructure Repair | Infrastructure repair and rehabilitation for train shipments out of Plum Run (Hanson Aggregates). | \$1,000,000 | Allows a potential customer to use rail service | Railroad survey |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|----------------------|---|----------|--------------------------------------|--|-----------------|---|------------------------------------|
| Rail rehabilitation | Columbiana | Youngstown & Southeastern Railroad | YSRR | Columbiana-Signal Rehab | Rehabilitation project to lift slow orders and limits on length. | \$650,000 | Addresses derailment issues and limits on development | Railroad survey |
| Rail rehabilitation | Columbiana | Youngstown & Southeastern Railroad | YSRR | Signal-Negley Rail Replacement | Replaces rail on section of line for future traffic development. | \$800,000 | Prevents unsustainable MOW costs | Railroad survey |
| Rail rehabilitation | Franklin | Camp Chase Railroad | CAMY | Georgesville-Norton Rehab | Rehabilitations on line to maintain FRA Class 1 conditions. | \$250,000 | Addresses derailments issues and limits on hazmat traffic | Railroad survey |
| Rail rehabilitation | Franklin/ Madison | Camp Chase Railroad | CAMY | Norton-Lilly Chapel Rehab | Rehabilitation on line to maintain FRA Class 1 conditions. | \$350,000 | Addresses limits on future traffic development | Railroad survey |
| Rail rehabilitation | Hamilton | Indiana Eastern Railroad | IERR | Rail Rehab | Track rehabilitation for continued customer service. | \$502,000 | Avoids hazmat derailments | Railroad survey |
| Rail rehabilitation | Hamilton | The Central Railroad Company of Indiana | CIND | Main Line Rehab | Rehabilitation to remove slow orders and improve efficiency. | \$712,000 | Helps prevent service disruptions to key customers | Railroad survey |
| Rail rehabilitation | Hocking | Indiana & Ohio Railway Company | IORY | Logan Sub Rehab and Rail Replacement | Rehabilitation of 10 track miles restoring the line to FRA Class 2 (25mph), reducing the number of geometry, surface and tie defects; rail replacement to remediate defects on the line. | \$897,000 | Allows for more fluid, timely service to local customers | Railroad survey/Rail plan comments |
| Rail rehabilitation | Jackson | Ohio South Central Railroad | OSCR | Track Rehab | Track rehabilitation to open out of service track and allow for new developments | \$500,000 | Facilitate additional carloads | Railroad survey |
| Rail rehabilitation | Mahoning | Youngstown & Southeastern Railroad | YSRR | LE&E Rehab | Rehabilitation on line to maintain connections to NS, CSX. | \$200,000 | Maintenance of only source of traffic | Railroad survey |
| Rail rehabilitation | Mahoning | Youngstown & Southeastern Railroad | YSRR | Associated Paper Siding | Constructs siding to allow for more efficient service to customers. | \$125,000 | Reduces service disruptions | Railroad survey |
| Rail rehabilitation | Mercer | RJ Corman Railroad Company | RJCR | Coldwater Track Rehab | Track rehabilitation for sustained service. | \$720,000 | Continued operational efficiency | Railroad survey |

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| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|---------------------|---------------------------|--|----------|------------------------------------|---|-----------------|---|------------------------------------|
| Rail rehabilitation | Multiple | Chicago, Ft. Wayne & Eastern Railroad | CFE | Main Line Welded Rail | Welded rail to reduce slow orders and improve efficiency. | \$1,281,000 | Helps prevent service disruptions | Railroad survey/Rail plan comments |
| Rail rehabilitation | Multiple | Columbus & Ohio River Railroad | CUOH | Panhandle Rail Replacement Program | Rail replacement to remediate defects at 7 locations along the Panhandle. | \$3,236,000 | Remediates rail defects | Rail Plan Comments |
| Rail rehabilitation | Paulding, Defiance, Henry | Napoleon, Defiance & Western Railway | NDW | Mainline Rehab | Track rehabilitation to improve safety and industrial development. | \$25,000,000 | Improves railcar capacity to 286k and prevents loss of business | Railroad survey |
| Rail rehabilitation | Sandusky, Seneca | Northern Ohio & Western Railway | NOW | NOW Rail Rehabilitation | Rehabilitation of the NOW line. | \$511,000 | Brings line to state of good repair | Meetings with short lines |
| Rail rehabilitation | Summit | Akron Barberton Cluster Railway | AB | Rail Upgrade | Improved service times. | \$1,000,000 | More efficient service | Railroad survey |
| Rail rehabilitation | Tuscarawas | RJ Corman Railroad Company | RJCR | Warwick Track Rehab | Track rehabilitation for sustained service. | \$1,200,000 | Continued operational efficiency | Railroad survey |
| Rail rehabilitation | Tuscarawas | RJ Corman Railroad Company | RJCR | Dover Track Rehab | Track rehabilitation for sustained service. | \$700,000 | Continued operational efficiency | Railroad survey |
| Road clearance | Harrison | OMEGA | CUOH | US250 Bridge Clearance | Reconstruct Panhandle bridge over US250 east of Uhrichsville, which has inadequate vertical clearance for many overheight trucks and leads to long truck detours. | \$12,841,000 | Increases roadway mobility | MPO Meeting |
| Transload | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Covered Crossdock Platform | Construction of covered crossdock platform to unload box cars. | \$40,000 | Facilitates additional carloads | Railroad survey |
| Transload | Ashtabula | Ashtabula, Carson & Jefferson Railroad | ACJR | Concrete Lumber Pad | Construction of a concrete pad for unloading of lumber. | \$17,000 | Facilitates additional carloads | Railroad survey |
| Transload | Brown | Cincinnati Eastern Railroad, LLC | CCET | Macon Transload | Construction of aggregate transload facility. | \$750,000 | Removal of trucks from US 32 | Railroad survey |

Table C-1. Projects to be Considered for Sponsorship for Federal Grant Application

| Category | County | Sponsor | Railroad | Project | Description | Costs in \$2018 | Benefit | Source |
|-----------|----------|----------------------------------|----------|----------------------------------|--|-----------------|---|-----------------|
| Transload | Clermont | Cincinnati Eastern Railroad, LLC | CCET | Huhtamaki Warehouse & Transload | Construction of transload/warehouse facility for future expansion and large carload development. | \$8,000,000 | Growth of rail use and job creation at local employer | Railroad survey |
| Transload | Hamilton | Cincinnati Eastern Railroad, LLC | CCET | Newtown Transload/Warehouse | Construction of transload/warehouse facility for future industrial development. | \$10,000,000 | Reduces area truck congestion | Railroad survey |
| Transload | Meigs | Kanawha River Railroad, LLC | KNWA | Expansion of Middleport Terminal | Expands Middleport Terminal to facilitate transload opportunities. | \$500,000 | Provides region with alternative to trucking | Railroad survey |
| Transload | Portage | Akron Barberton Cluster Railway | AB | Ravenna Transload | Construct transload in Portage County. | \$350,000 | Allows for local service and removes trucks from area roads | Railroad survey |

Appendix D. Online Survey Results

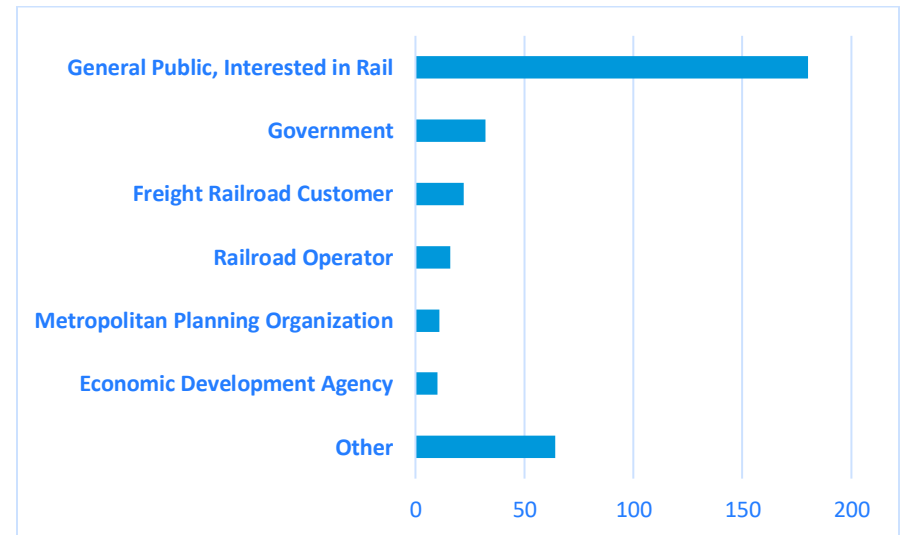
An online survey was prepared to help gain an understanding of the views of stakeholders and the general public regarding rail issues in Ohio. ORDC made a link to the survey available on its website between January 2018 and June 2018. The survey received 341 responses.

D.1 SURVEY RESPONDENTS AND THEIR INTEREST IN RAIL

D.1.1 Role in Rail Transportation

A majority of respondents (180) were members of the general public. The second highest category were members of governmental organizations with 32 responses. “Other” included respondents in a range of transportation roles, ranging from railroad consultants to railroad employees, to rail passengers, or concerned citizens.

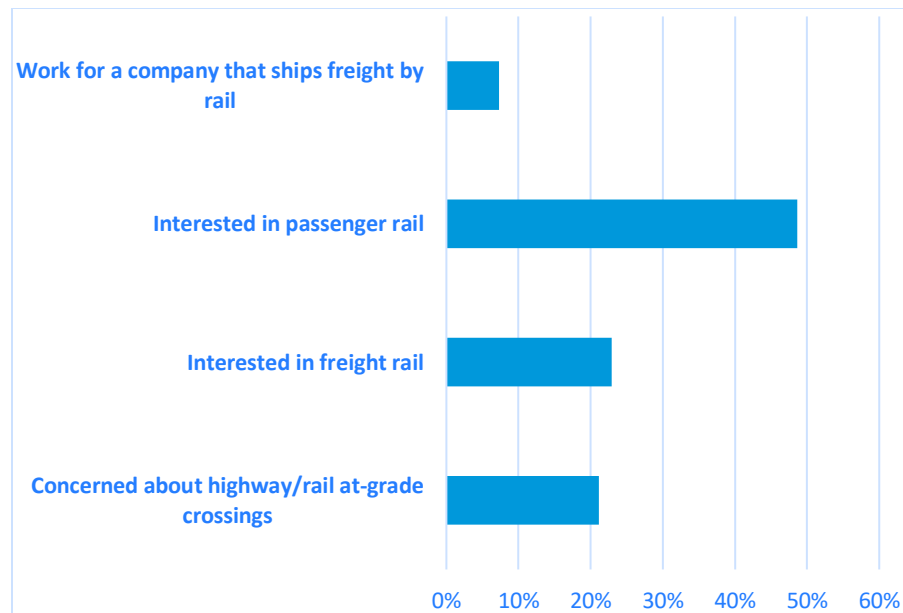
Figure D-1: How would you describe your role in railroad transportation? (number of responses)



D.1.2 Primary interest in Rail

The content of the survey was customized so that respondents would only be asked questions consistent with their identified interest in rail. The categories shown in Figure D-2 represented the choices among which respondents could choose. After completing the survey for their chosen area of interest, respondents were given the opportunity to either end the survey or select another category of questions to complete. Nearly half of the respondents identified themselves as being primarily interested in passenger rail. Twenty-two percent were interested in freight rail issues, 21 percent were concerned about rail issues in their communities, while seven percent worked for companies that ship products by rail.

Figure D-2: What is your primary interest in rail in Ohio? (percentage of responses)

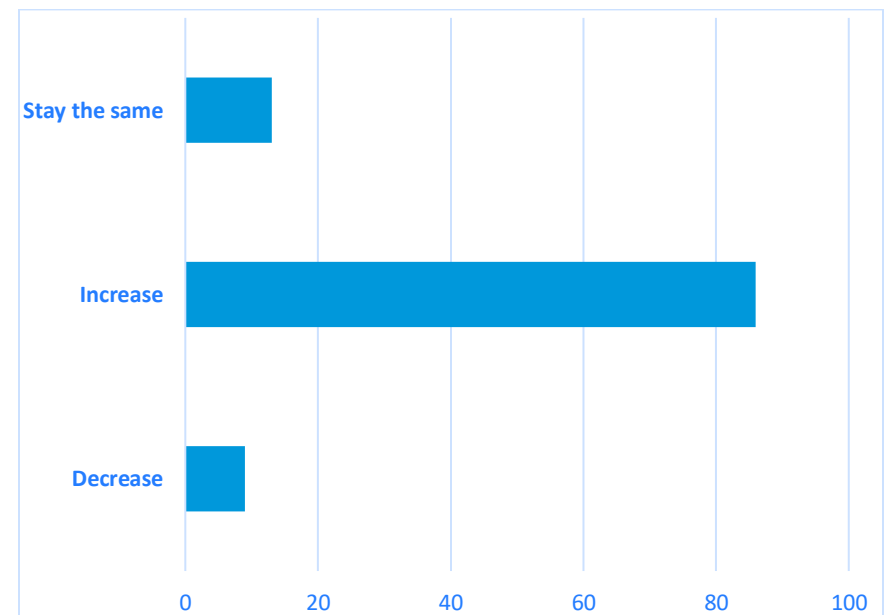


D.2 RESPONDENTS INTERESTED IN FREIGHT RAIL

D.2.1 Freight Growth

For those respondents that indicated an interest in freight rail, a majority (80 percent) believed that the volume of goods shipped by rail in the future will grow. A number of reasons were given for the likely growth in freight rail volume, including shortage of truck drivers, continued growth in freight volume nationwide, highway congestion and poor roadway conditions, foreign trade, the efficiency of rail, and specific market opportunities like oil and gas production. For those that believed that rail volumes were going down, respondents mentioned poor rail service and uncompetitive rates.

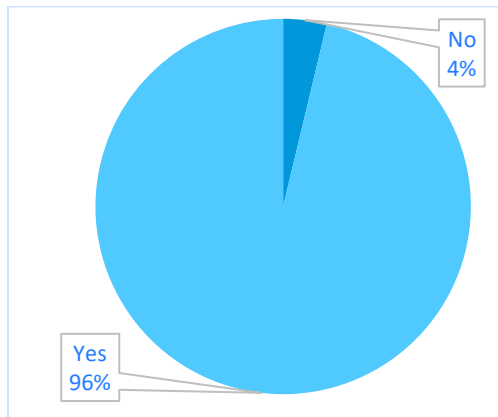
Figure D-3: In the future, do you expect the volume of goods shipped by rail in Ohio to increase, decrease, stay the same? (number of responses)



D.2.2 Economic Development Opportunities

The overwhelming majority of respondents (96 percent) believed that there are opportunities for freight rail to support job creation and job retention in Ohio. Some respondents to this question indicated that they work for companies that depend on rail service and that their companies expect to grow.

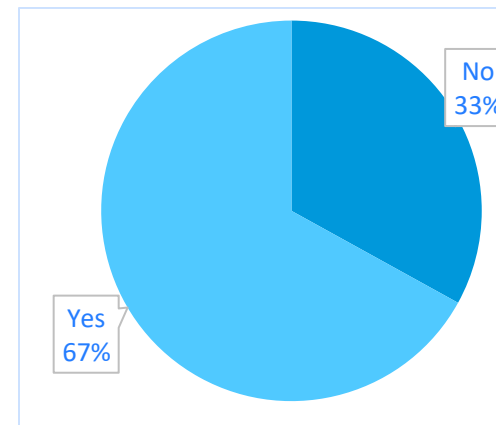
Figure D-4: Do you think there are opportunities for freight rail to support job creation and job retention in Ohio? (percentage of responses)



D.2.3 Awareness of ORDC

The State of Ohio provides assistance through the ORDC to companies for rail and rail-related infrastructure to promote the growth of Ohio-based companies. About two-thirds of respondents were aware of ORDC's rail development programs, while one third were not.

Figure D-5: Have you been aware of this programs existence (ORDC rail program)? (percentage of responses)



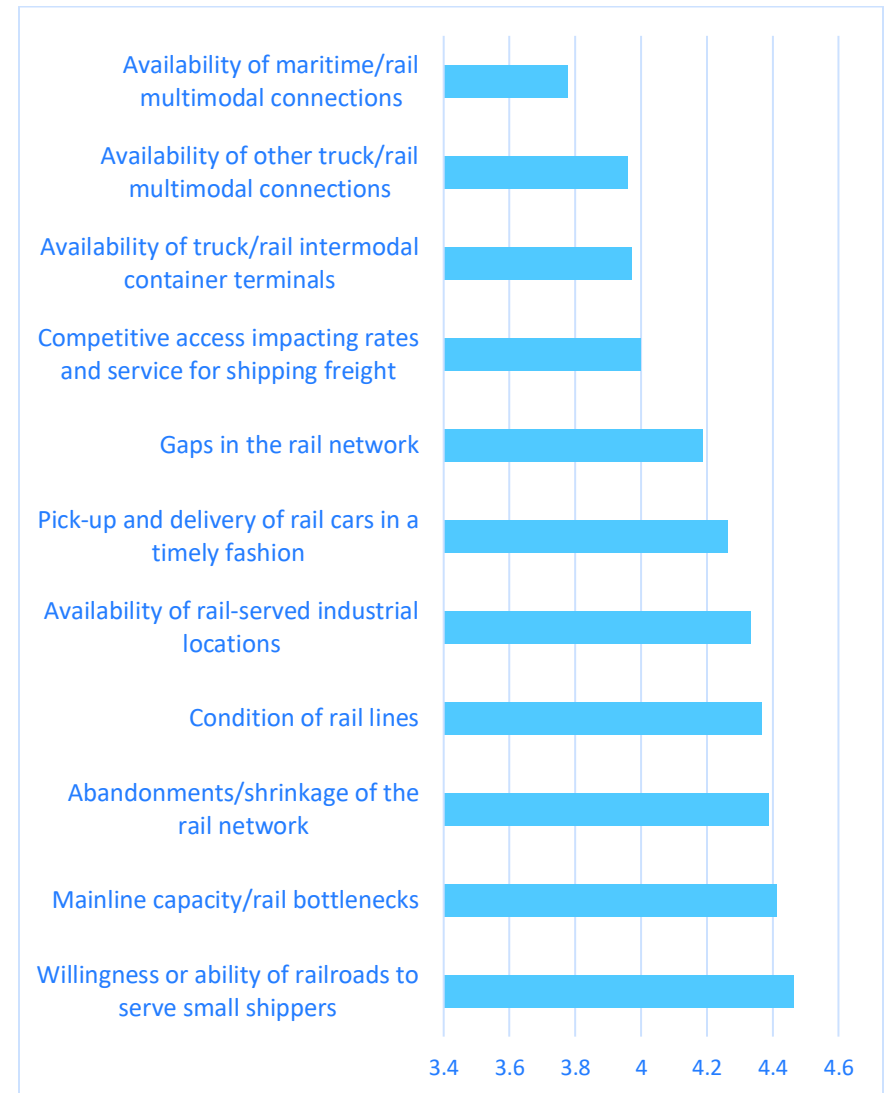
When asked what to improve about ORDC's program, a number of respondents recommended higher funding levels. Some suggested improved marketing and publicity for the program. Several suggested tax incentives to railroads, a state program analogous to the 45G Railroad Tax Credit at the national level.

D.2.4 Rail issues

Respondents were asked to rate on a 1-5 scale a list of potential rail issues in Ohio based on their significance within the state currently. A score of 1 corresponds to a rating of “Not Significant” while a score of 5 corresponds to a rating of “Very Significant”. The respondents believed the most important issue in the state to be a lack of willingness or ability of railroads to serve small shippers, particularly along busy corridors. A lack of sufficient rail service and/or rail-served industrial locations across many sections of Ohio (such as Eastern Ohio) was an oft-cited issue by respondents.

Specific locations with rail-related economic development opportunities were mentioned including: Fulton County, Columbiana County, Cambridge, Medina County, Defiance, Cincinnati, Columbus, and Ravenna. Recommended infrastructure improvements included a need to improve highway, port, and rail connections and improvements to the Norfolk Southern Maumee River Bridge in Toledo.

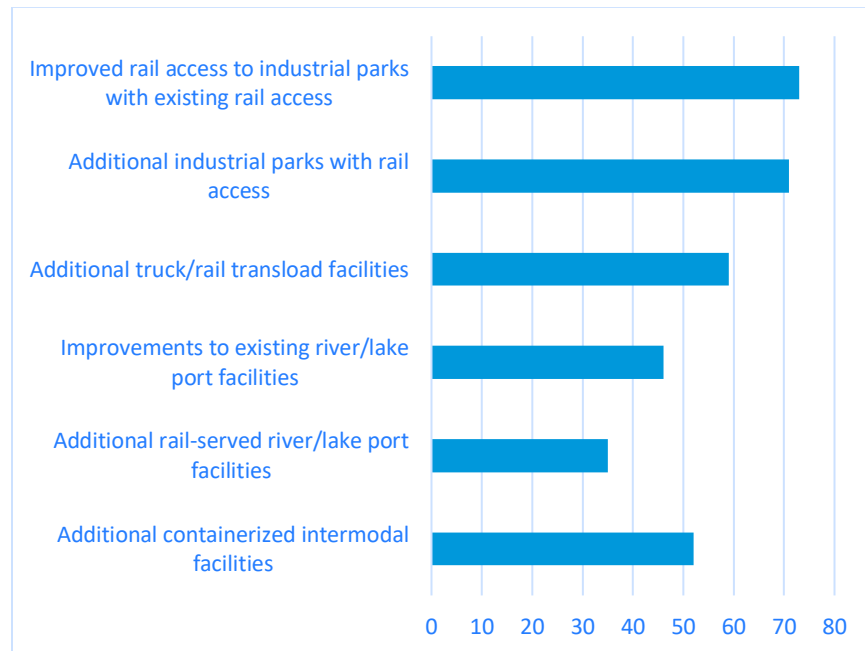
Figure D-6: How significant are these issues in the State of Ohio? (weighted average scoring)



D.2.5 Multimodal and Intermodal Facilities

Respondents believed increased rail access to be beneficial to freight rail service in Ohio. In particular, respondents found improving rail access to industrial parks with existing rail access to be the most efficient and effective manner to support rail freight. Development of new industrial parks with rail access and additional truck-rail transload facilities were other improvements favored by the respondents. Specific opportunities mentioned were Grove City, Etna, West Jefferson, City of New Philadelphia at I-77/SR-250 junction, and Lordstown at I-76/I-80.

Figure D-7: Please select all of the facilities below that you think would be beneficial to the State of Ohio (number of responses)



D.2.6 General Comments about Freight Rail Issues and Opportunities

Some respondents were concerned about railroad market power and a perceived deterioration in rail service. Several mentioned capacity constraints that result in bottlenecks causing delays that are detrimental to freight shipping by rail. Others pointed to a lack of cooperation between railroads that may further exacerbate poor service. Several were concerned with abandonments. One indicated that too many lines are abandoned with little to no opportunity for smaller carriers to take over.

D.3 SURVEY RESPONDENTS THAT SHIP BY RAIL

D.3.1 Rail Service Used/Commodities Shipped

Twenty-three freight rail shippers provided responses to this portion of the online survey. Of the respondents, more use rail for outbound shipping than use rail for inbound shipments.

Table D-1: Do you currently use rail for inbound shipping?/outbound shipping? (number of responses)

| | Yes | No | Total |
|-----------------------------------|-----|----|-------|
| Rail for Inbound Shipping | 13 | 10 | 23 |
| Rail for Outbound Shipping | 19 | 4 | 23 |

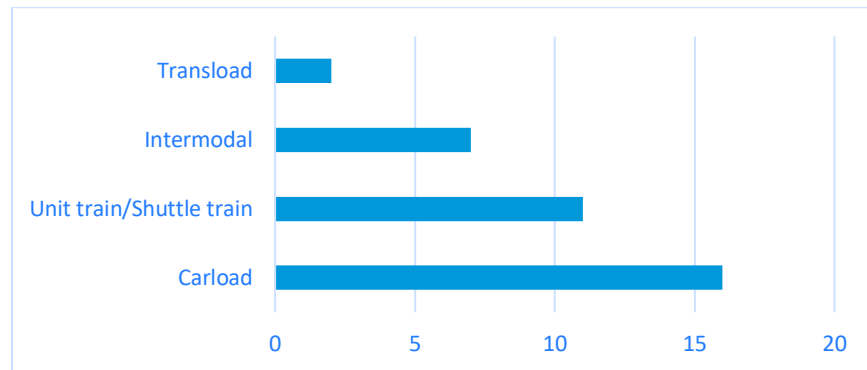
Agricultural shippers were most represented in the responses. A significant portion of those who ship chemical products are shipping fertilizer.

Table D-2: What goods do you receive by rail/ship by rail? (percentage of responses)

| Commodity type | Inbound shipping | Outbound shipping |
|----------------------|------------------|-------------------|
| Agricultural | 21% | 37% |
| Chemicals | 21% | 21% |
| Steel-related | 29% | 16% |
| Coal | 0% | 5% |
| Other | 29% | 21% |

Most of the respondents (16 of 23 responses) use carload rail service, while just under half (11 of 23) use unit train service.

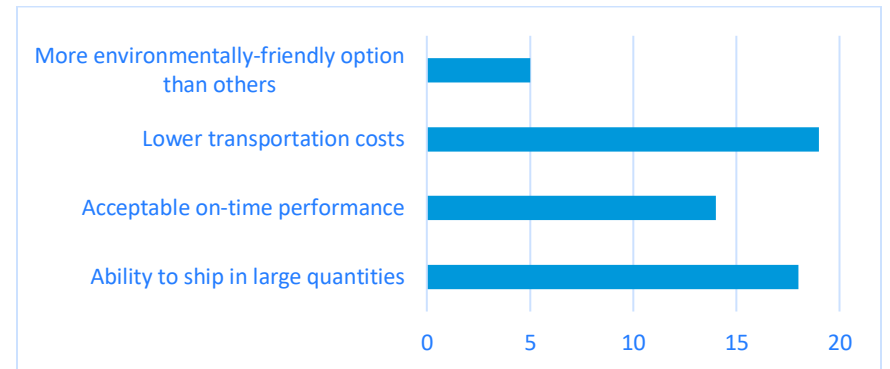
Figure D-8: What type(s) of rail service do you currently use? (Please select all that apply) (number of responses)



The shippers find rail service to be crucial to the goods they ship or receive – 86 percent of respondents characterized rail service as “very important” to their business.

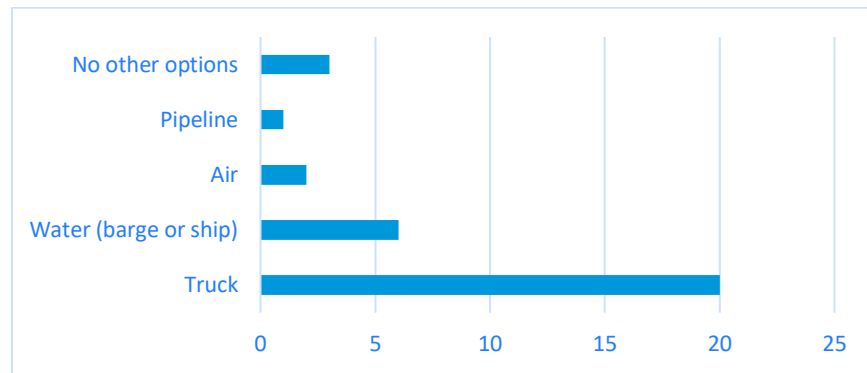
These shippers primarily use rail due to transportation costs that are lower than other available modes, while the ability to ship large quantities offered by rail transportation is also important. Per the respondents, rail service also has an acceptable on-time performance.

Figure D-9: Which of the following are important in the decision to use rail? (Please check all that apply) (Number of responses)



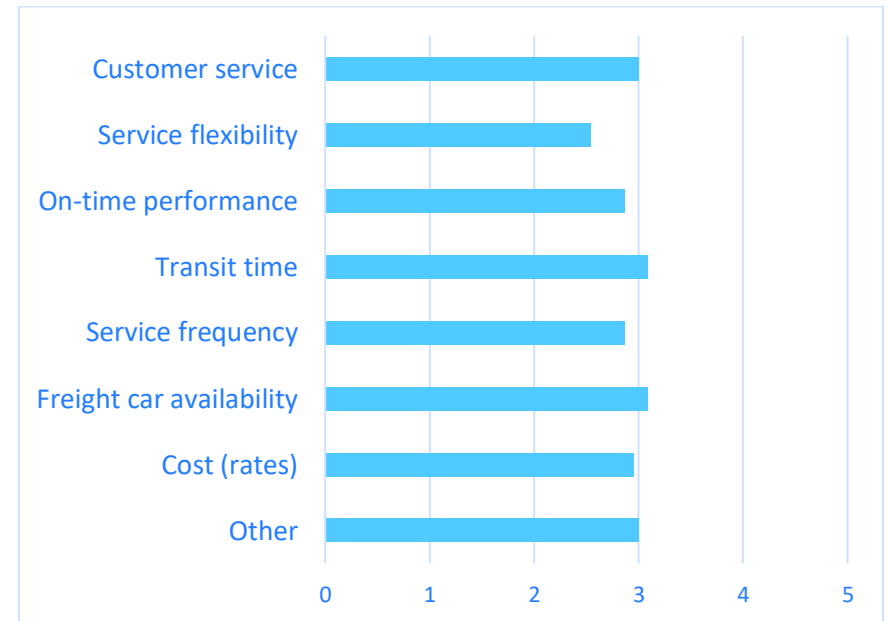
Were rail service not available in Ohio, these shippers would primarily use trucks to ship their goods, with 91 percent of respondents having the option to use this mode. Fourteen percent of the respondents lacked any other alternative besides rail, highlighting the important role rail plays for certain shippers in Ohio.

Figure D-10: If rail transportation were not available, how would your business ship or receive goods? (Check all that apply) (number of responses)



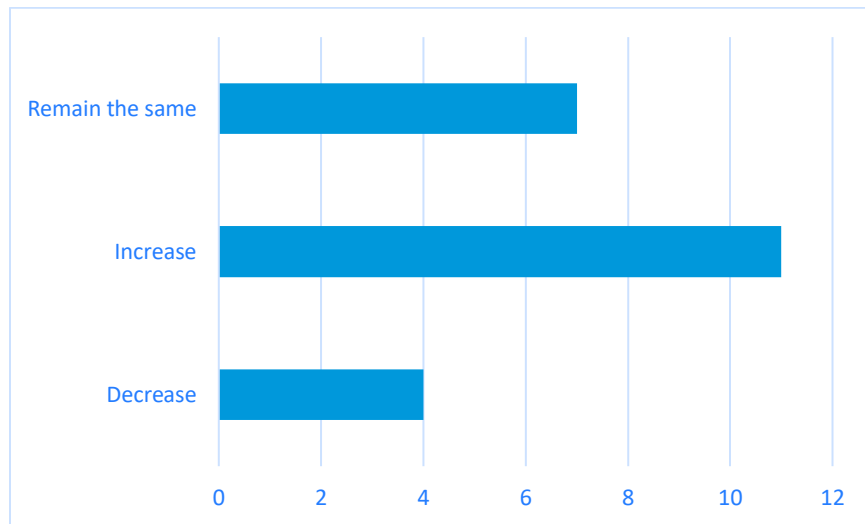
Respondents were asked to rate current rail service on a scale of Poor, Fair, Good, and Excellent. These were translated to quantitative measures with 1=Poor, 2=Fair, 3=Good, 4=Excellent. On most service parameters, weighted average scores were around 3 or Good. Shippers gave the lowest ratings for service flexibility.

Figure D-11: How would you rate the service you receive? (weighted average scoring)



Half the respondents expected their use of rail to increase in the future, with another 30 percent expecting it to remain steady at current levels. For those that predicted increased rail usage, high truck costs or overall business growth were reasons for the projected increase. For those that expected decreased rail usage, other modes were said to be more competitive.

Figure D-12: *In the future, do you expect the volume of goods shipped by rail in Ohio to increase, decrease, or stay the same? (number of responses)*



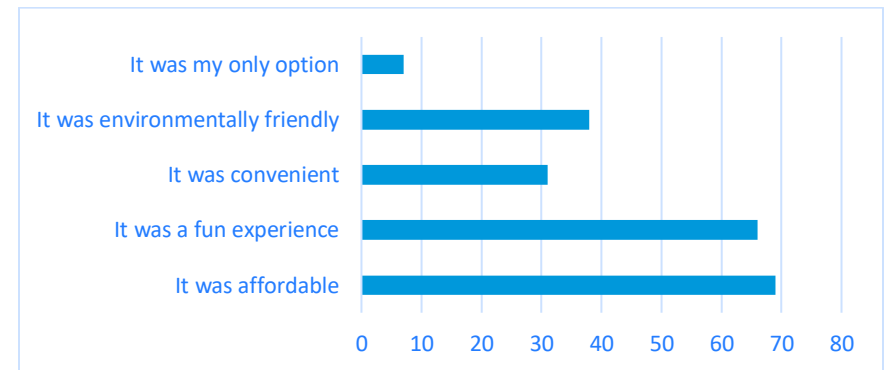
The shippers were asked to suggest improvements that would encourage use of rail to transport freight. Better rates were the most oft-cited improvements, but service enhancements such as more frequent service and improved on-time performance were also found to be important. Shippers indicated that easier processes and better communication would also help.

D.4 INTERESTED IN PASSENGER RAIL

A total of 176 respondents answered the passenger rail section of the survey. Fifty one percent of respondents have used Amtrak service in Ohio.

Of the 89 respondents who have used Amtrak in Ohio, 79 percent used it because it was affordable. Relatively fewer respondents used it for convenience (35 percent) or since it was the only option (8 percent).

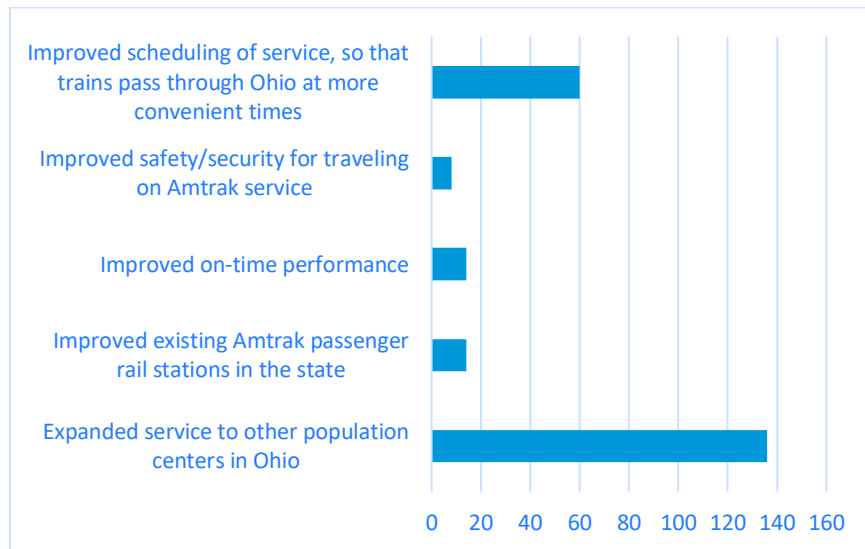
Figure D-13: *Which of the following reasons describes why you used Amtrak in Ohio? (Please select all that apply) (number of responses)*



When asked what factors would most encourage the use or increase of intercity passenger rail service in Ohio, respondents primarily pointed to a desire for expanded service to population centers in Ohio that are not already served by Amtrak. A lot of responses pointed to the addition of passenger rail service to Columbus.

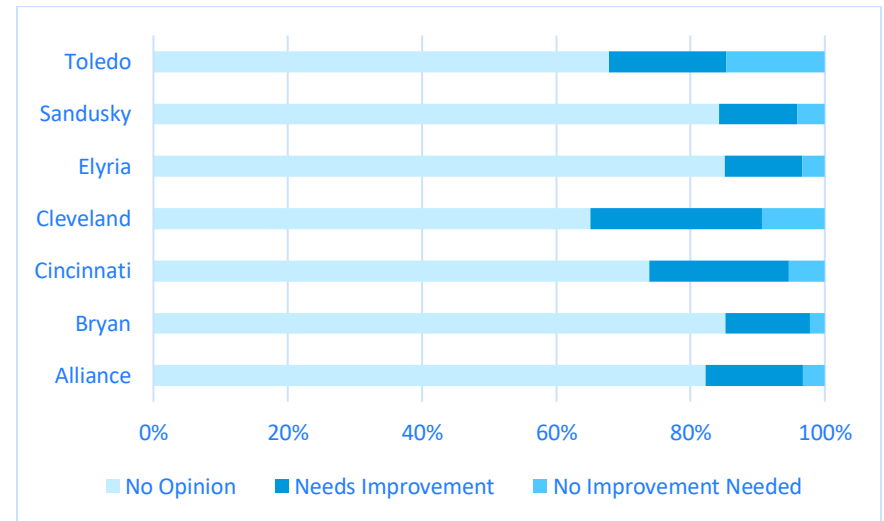
Further, respondents indicated that improved scheduling of service so that trains pass through Ohio at more convenient times would also contribute to increased utilization of the service.

Figure D-14: Please select the two most important changes that would encourage you to use or increase your use of intercity passenger rail service. (Up to two answers are required) (number of responses)



Respondents were asked to indicate whether they thought Amtrak Stations in Ohio need improvement. For each station, most respondents had no opinion. For those that did hold an opinion, most stations were perceived as needing improvements as shown in Figure D-15.

Figure D-15: Please rate the current Amtrak stations in Ohio (percentage of responses)



Some of the suggested needed improvements were:

- Alliance: a range of needs, including security, better lighting, better building, better cleanliness, fixing broken window, heating
- Bryan: better shelter. One respondent indicated it reminds that person that it had the charm of a phone booth
- Cincinnati: keeping Amtrak staff instead of unmanned station

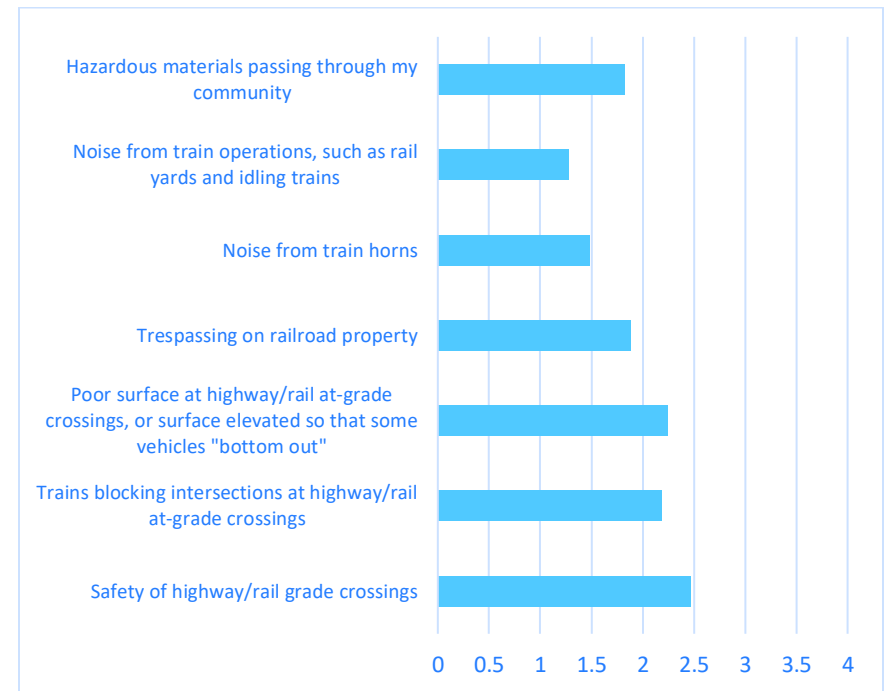
- Cleveland: a new station. Some respondents noted that they like the location in downtown Cleveland but believe that access to the station could be improved both by car and for pedestrians
- Elyria: a new station. Respondents mentioned a range of issues with the current station
- Sandusky: longer, covered platforms
- Toledo: better lighting, secure parking, easier wayfinding to the station

D.5 CONCERNED ABOUT RAIL IN THEIR COMMUNITY

One hundred and eleven respondents completed this portion of the survey. Respondents were asked to rate their level of concern regarding various rail-related community issues in Ohio, either Very Concerned, Somewhat Concerned, Not Concerned, or No Opinion. Translating these responses to quantitative scores, the scores are Very Concerned=3, Somewhat Concerned=2, Not Concerned=1.

The highest average level of concern was for crossing issues, including safety of crossings, the surface of crossings, and trains blocking crossings.

Figure D-16: Please indicate your level of concern in regard to the following issues (weighted scoring)



Respondents mentioned some specific crossing issues such as:

- The crossing at State Route 66 in Archbold causes concerns
- N Co Rd 25A & Garby Rd in Piqua causes extended delays
- SR 99 at the east end of Bellevue Yard is often blocked by trains leaving the yard
- I&O and CF&E crossings in Lima are in poor condition
- Galion suffers from blocked crossings. There are also concerns over the hospital's proximity to the State Route 309/61 crossing

In relation to safety at crossings, Emergency Notification Signs (ENS) are located on the safety devices at all railroad crossings. This system enables the public to report unsafe situations and for railroads to respond to malfunctioning warning signals, vehicles stalled on the tracks or other emergency situations. A majority of respondents (approximately 60 percent) answered that they were aware of the ENS system.