Shortlines and Public Projects

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About Genesee & Wyoming (G&W)

- G&W owns or leases 120 freight railroads worldwide that are organized in 11 operating regions with 7,500 employees and more than 2,500 customers.

- G&W’s nine North American regions serve 41 U.S. states and four Canadian provinces and include 113 short line and regional freight railroads with more than 13,000 track-miles.
Genesee & Wyoming Inc. 2015

U.K./Europe

Key Container Origin and Destination Points
- Freightliner
- Ports
- Intermodal Terminals

Freightliner
Heavy Haul
Key Commodities
- Coal
- Aggregates
- Ore/Grain
- Waste

Continental Europe Operations
- Freightliner PL
- ERS Railways
- Rotterdam Rail Feeding
- Belgium Rail Feeding
- Shunting Operations
About G&W’s Ohio Valley Region

- Comprised of 12 railroads

  - **AOR** The Aliquippa & Ohio River Railroad Co.
  - **CIND** The Central Railroad Company of Indiana
  - **CFE** Chicago, Fort Wayne & Eastern Railroad
  - **CUOH** The Columbus & Ohio River Rail Road Company
  - **IORY** Indiana & Ohio Railway Company
  - **MVRY** The Mahoning Valley Railway Company
  - **OHCR** Ohio Central Railroad, Inc.
  - **OSRR** Ohio Southern Railroad, Inc.
  - **POHC** The Pittsburgh & Ohio Central Railroad Company
  - **WTRM** The Warren & Trumbull Railroad Company
  - **YARR** Youngstown & Austintown Railroad, Inc.
  - **YB** The Youngstown Belt Railroad Company

- Headquartered in Columbus, Ohio

- The Ohio Valley Region operates approximately in Ohio, Indiana, Michigan and Pennsylvania.
G&W’s Ohio Valley Region

The Ohio Valley Region operates in Ohio, Indiana, Michigan and Pennsylvania.
Ohio Valley Region Infrastructure At-a-glance

<table>
<thead>
<tr>
<th>Track Miles</th>
<th>Yards</th>
<th>Turnouts</th>
<th>Public at-grade crossings</th>
<th>Railroad at-grade crossings</th>
<th>Tunnels</th>
<th>Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,437</td>
<td>8</td>
<td>1,300</td>
<td>2,342</td>
<td>18</td>
<td>4</td>
<td>900</td>
</tr>
</tbody>
</table>

- 75% of track miles operated at FRA Class II and III
Ohio Valley Region’s Engineering Department Responsibilities

- Adherence to Federal Railroad Administration regulations
- Safety through proper track and bridge inspections and maintenance
- Daily management of maintenance-of-way workforce
- Strategic planning for capital investment
- Project management for capital projects
- In-house design and engineering for new track projects
- Review and approval of new industry track projects
- Management and coordination of public projects

Public projects are important but are just one of many responsibilities for the engineering department.
Public Projects

- Projects encompass grade separations, highway warning device upgrades, new at-grade crossings, and roadway construction and maintenance projects within railroad right-of-way.

- At any given time, the Ohio Valley Region has approximately 50 projects underway.

- Due to the shear volume of work associated with public projects, the Ohio Valley Region relies on third parties to provide engineering, project management, oversight and flagging.

- By utilizing third parties, the Ohio Valley Region can provide better and more expedient service to agencies in advancing their projects.
At-grade Crossings

- The Ohio Valley Region works with the Ohio Rail Development Commission (ORDC) and the Public Utilities Commission of Ohio (PUCO) to improve safety at existing at-grade crossings by upgrading warning devices with Section 130 funds from the Federal Highway Administration (FHWA).

- An average of 6 crossings are upgraded with lights and gates each year in Ohio on the Ohio Valley Region.

- New at-grade crossings are undesirable due to safety considerations consistent with FHWA policy.

- New crossing requests are considered on a case-by-case basis. Closing two crossings for one new crossing is the general rule of thumb to obtain railroad support for your project.

- Grade separations are preferred.
At-grade Crossings Continued:
At-grade Crossings Continued:

- Snow plows damage track and crossings so please talk with your operators to pick up their plows.
At-grade Crossings Continued:

- At-grade crossing maintenance is a significant cost to railroads.
- Crossings deteriorate due to vehicular, not train, traffic.
- Partnering for crossing repairs between the local highway authority and railroad is a win-win for both parties. Typically the highway authority provides paving and the railroad provides track repairs and flagging.
- Coordination for crossing repairs should be at least one year in advance so railroads can include the projects into their capital budgets. Ideally repairs will coincide with highway resurfacing projects.
- Ohio Department of Transportation (ODOT) has a pilot program to fund 50% of repairs to selected crossings.
Corridor Improvement Projects

- FHWA Section 130 funds can be used as an incentive for local governments to close at-grade crossings. Funding can then be used to fund safety upgrades at remaining crossings.

- A good example of a corridor project is one currently underway on the CFE in Van Wert, Ohio.
Van Wert Corridor Improvement Project

- Permanent closure of 5 at-grade crossings
- Warning device upgrades to 7 at-grade crossings
- Traffic signal interconnection at one at-grade crossing
- Surface reconstruction of 10 at-grade crossings

Funding for the project is being provided by FHWA through PUCO and ORDC, the CFE, and the City of Van Wert.
Ft. Wayne Bridge Painting Project

- The City of Ft. Wayne, Indiana approached the CFE about painting two bridges as part of a beautification project.
- Painting met railroad specifications which are similar to typical Department of Transportation specifications (Organic Zinc Primer, Epoxy Intermediate Coat and Urethane Finish or OZEU).
- The City funded 100% of the project.
- Win-Win for both the City and railroad. The City improved aesthetics and the coating system will prolong the lifespan of the bridge.
Ft. Wayne Bridge Painting Project

Before and After
Beautification Projects in General

- Agencies typically required to fund 100% of the project cost.
- Railroad’s capital improvement funds must be focused where they are needed most, improving the infrastructure through track maintenance and structural repairs.
- Proposals to use non-standard methods, such as painting using Rustoleum, will not be considered as they can actually damage structures over time.
- Railroads have a process that must be followed including preliminary engineering, construction engineering, and preparation of agreements prior to beginning work on a project.
- Third-party contractors must meet rigorous safety, insurance and indemnification requirements prior to working on railroad property.