THE OHIO RAIL DEVELOPMENT COMMISSION
ORDC
WHO WE ARE

Created in 1994 by the General Assembly as an independent commission within the Department of Transportation

Commission consists of 15 volunteers appointed by Governor and General Assembly; 18 staff

Mission: To plan, promote, and implement the improved movement of goods and people faster and safer on a rail transportation network connecting Ohio to the nation and the world
ORDC
WHAT WE DO

- Grade Crossing Safety
- Direct Freight Rail Project Assistance
- ODOT Project Coordination
- Special Freight Projects
- Assistance to Communities & Businesses
GRADE CROSSING SAFETY

• Identify, Fund and Oversee the Design and Construction of Light and Gate installations at Railroad-Highway Grade Crossings.

• Multiple Programs to accomplish this goal: Formula, Corridors, Constituent-Identified, Preemption
2013-2014 SAFETY PROJECTS

Number of Projects, FY 2013: 75
Number of Projects, FY 2014: 64
Total: 139

Spending, FY 2013: $14,628,310
Spending, FY 2014: $12,981,290
Total: $27,609,600
DIRECT FREIGHT RAIL ASSISTANCE

**Rail Line Improvements**
- Helps create and retain Ohio jobs
- Improves track speed, safety + reliability
- Preserves rail service to existing shippers
- Opens rail service to new shippers

**Rail Access for Companies**
- Helps create and retain Ohio jobs
- Assists companies with new rail and rail-related infrastructure (sidings, switches, lead tracks)
- Works jointly with JobsOhio, port authorities, railroads and local governments
FREIGHT RAIL PROJECTS 2013-2014

[Map of Ohio with marked projects and table showing investments and job impact]

**All figures represent project commitment at time of Commission approval.**
SPECIAL PROJECTS

CSX National Gateway TIGER Award
• Lead state in a four-state consortium for the $98 million award

Diesel Emission Reduction Grant Awards
• Administering awards totaling $14.4 million in grant funds, which leverage $3.8 million in private-sector funding

Pilot Grade Crossing Surface Program with ODOT
• Administering pilot program to address ODOT Districts’ Top 3 worst grade crossing surfaces

Stop Signs at Passive Grade Crossings
• Partnering with the Railroads to implement General Assembly mandated stop signs at non-light and gate grade crossings
CHALLENGES

• Most Rail Infrastructure Privately Owned
• All Rail Infrastructure Privately Operated
• Railroad v. Public planning horizon is much shorter
• Railroad plans are greatly influenced by economic circumstances
• Railroads must respond to economic opportunities quickly
• Complex railroad approval processes for accessing RR right of way for safety and liability reasons
CONTACTS

QUESTIONS??

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