



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

Wednesday, March 17, 2010

Honorable Bill Harris
President, Ohio Senate
Ohio Statehouse
Columbus, OH 43215

President Harris,

On behalf of Governor Strickland, thank you for your recent letter and questions aimed at improving the shared understanding of Ohio's passenger rail project, a transformational effort to restore daily passenger service between Ohio's major cities and bring to our state a proven generator of economic development and jobs. Attached are answers to each of the questions raised in your letter.

As you know, Ohio was one of 31 states to earn a share of the historic \$8 billion in federal funds directed to intercity and high speed rail in the *American Recovery and Reinvestment Act*. Many states wanted the money; Ohio met the high bar set by the Federal Railroad Administration and had a strong winning application. These federal stimulus funds are America's investment in Ohio. I am certain that other states would welcome the opportunity to create jobs with these federal resources, but I am committed to working with you to ensure that this investment is handled wisely and responsibly to create jobs and economic development opportunities for Ohioans.

The Ohio Department of Transportation is dedicated to managing a quality project on time and on budget, just as we have done and are doing with our historic \$2 billion investment this construction year in the state's system of highways and bridges.

At a time when families in Ohio carefully watch every dollar they spend, I believe, as you do, that we have a responsibility to ensure the state is making sound spending decisions. We believe that the system of checks and balances that is part of the normal federal oversight of state transportation investments - along with our commitment to regular communications and updates with the General Assembly about the status of the project - should give confidence to all that the stimulus dollars will be invested wisely and well.

Although the use of passenger rail is familiar around the country - on trains which operate at the same 79 mile-per-hour conventional speed as Ohio's trains will travel - we know that it is new and unfamiliar to most Ohioans. So it is important that we continue to share facts about the project and the benefits it will bring to Ohio:

- **Jobs for Ohioans:** Ohio's investment will result in at least 255 immediate construction jobs over a two year period, based on the preliminary estimates of construction and improvements needed to prepare the corridor for effective and safe service. Well-studied U.S. Department of Commerce formulas also predict that this investment will create approximately 8,000 indirect and spin-off jobs in Ohio. Train stations in places like Dayton, Riverside, and Springfield are already attracting the interest of economic developers. We have also identified at least 225 Ohio businesses who already supply or contract with the railroad industry - with more than 26,000 employees - and who are gearing up for more investment.

- **Speeds to meet Passenger Demand:** Although much has been said in news reports about speed, Ohio's passenger trains will operate at the same conventional speeds as most of the nation's growing passenger rail corridors - with speeds up to 79 mph. Contrary to misleading reports based on early planning information, the average speed will be well within the average speed of the service in other Midwestern states. More importantly, the train travel time will be competitive with car travel time for trips between Cincinnati and Dayton, Dayton and Columbus, and Columbus and Cleveland. When you factor in the ability for rail passengers to use their travel time more productively than when driving a car, the lower costs compared to automobile and airplane travel, the benefits to the environment, reductions in congestion on our highways, safety, and other benefits, the anticipated speed of this start-up service will meet the needs and expectations of Ohio travelers.
- **Independent Ridership Analysis:** The preliminary stop-and-start average speed - along with population, availability of competing transportation, alternative drive times, and fares - were factored into our ridership analysis, which still predicted more than 478,000 passengers in the first year of service. Although many reports have erroneously attributed this ridership estimate to Amtrak, it was actually conducted by AECOM, well-regarded transportation experts with over 25 years experience in providing passenger train ridership estimates. If anything, AECOM's analysis indicates that the 478,000 annual riders is a conservative estimate.
- **More Riders Lining Up:** Ridership in the three major Ohio cities that are currently served by long-distance passenger rail increased by 10% last year alone, clearly demonstrating the growing demand for passenger rail, even at current conventional speeds. Ridership along these routes increased even though these trains run through Toledo and Cleveland in the middle of the night and through Cincinnati only a couple of days a week. Both run at average speeds of 42 mph. With 128,174 total riders at Ohio train stations in 2009, Amtrak is undertaking a performance review of the "Cardinal" and "Capitol Limited" service to improve customer satisfaction.
- **Serving Ohio's Next Generation:** More than 220,000 college students are within 10 miles of the eight proposed train stations. Ridership rates in other states show this high concentration of colleges and universities near our stations will be an important component in the success of the service.
- **Win-Win Partnership with Freight:** The successful development of this passenger rail project has been possible because of the close partnership with Norfolk Southern, CSX, and Rail America. We have made it clear that the State of Ohio seeks to restore passenger train service in collaboration with our freight railroad partners. The efficient movement of freight is essential to Ohio's continued leadership in logistics and distribution, and the passenger rail initiative will do nothing to diminish that leadership. Our freight partners have much to gain from Ohio's work on passenger rail.
- **Vision for High Speed Service:** Although we know that conventional speed trains are proven job creators and drivers of economic growth, we also know that the faster and more frequent the trains are, the more they will be used. No state has ever gone from an absence of passenger train service to high speed in one step. In fact the only high-speed train running in the United States today is in the Northeast corridor. Ohio will begin with conventional speed passenger rail as our stepping stone.

We continue to monitor the success of passenger rail in other states. We know if it can work in other states, passenger rail can work here in Ohio. In Saco, Maine, for example, a private developer is investing \$100 million of his own money to redevelop an abandoned textile mill just steps from a newly-opened train station along the Amtrak Downeaster. The state of Maine is expecting \$1 billion of new consumer

purchasing power to be pumped into their economy because of the state's increased investment in passenger rail.

The state of Wisconsin has had successful passenger rail service for more than twenty years. The Milwaukee-to-Chicago Hiawatha corridor - which runs at a conventional speed of up to 79 mph - has seen ridership increase by 83 percent since 2002. Similarly, revenues for this corridor have also increased by more than 53 percent.

Again, this \$400 million is America's investment in Ohio. Governor Strickland and I believe it is our obligation to put these dollars to work creating jobs for Ohioans. If we do not, other states will use these federal resources to create jobs for their citizens.

All major new transportation construction projects in Ohio go through 3 broad phases. Phase 1 is the initial planning and preliminary environmental study phase. Phase 2 includes the final environmental study, engineering and detailed design work. In phase 3 the project advances to construction. We have successfully completed the first phase of our work. We are now ready to undertake the important second phase, which will provide the necessary details we need to make confident decisions going forward.

Approximately \$25 million of the \$400 million in federal stimulus resources has been awarded for the purpose of completing the phase 2 studies and planning activity. In consultation with you and House Speaker Budish, we would like to work toward a goal of requesting Controlling Board to release those resources needed to initiate the final environmental study and the engineering and detailed design work. Later, based on the information assembled from these efforts, we will again confer with the legislature and stakeholders before advancing to the third and final phase of Ohio's passenger rail plan.

Thank you for your letter and the opportunity to answer your questions. Our answers are fact based and indicate our commitment to delivering the highest quality project to bring economic development and jobs to Ohio. I look forward to working with you in partnership on Ohio's passenger rail initiative and the future of Ohio's safer, greener, and more multi-modal transportation system.

Thank you,



Jolene M. Molitoris
Director
Ohio Department of Transportation

cc. The Honorable Armond Budish, Speaker of the Ohio House
The Honorable Capri Cafaro, Minority Leader of the Ohio Senate
The Honorable William Batchelder, Minority Leader of the Ohio House
The Honorable John Carey, Chairman of the Senate Finance & Financial Institutions Committee
The Honorable Tom Patton, Chairman of the Senate Highways and Transportation Committee
The Honorable David Goodman, Member of the State Controlling Board

Responses to Questions from Senator Harris

In order to fully answer the first series of questions, I believe that it may be helpful to provide an overview of the project development process for any major new transportation project and the Federal Railroad Administration's (FRA) process for disbursing money to the states.

For purposes of this discussion, all major new highway construction projects go through three broad phases. Phase one is the initial planning and preliminary environmental study phase. Phase two is the final environmental study, engineering and design phase. Finally, in phase three the project advances to construction.

Worth noting is the fact that the FRA will not release \$400 million to Ohio all at once. As with most typical federally-funded transportation projects, these funds are reimbursed to the state upon receipt of the normal paperwork. Consequently, Ohio will be reimbursed for costs as we meet FRA benchmarks throughout the rail project.

1.) The final Amtrak study dated December 18, 2009 states on page 4:
The Amtrak studies are not intended to be in-depth consultant type evaluations, which result in detailed cost and financial analyses, detailed operating parameters, long term revenue/ridership forecasts, highly developed infrastructure assessments, and engineering documents and financial reports that are "contract ready." The results of the feasibility studies are intended to assist states in deciding whether the apparent merits of a state proposed project are justifiable in moving the project to the next steps toward implementation. In other words, the feasibility report serves as a barometer by which the state can judge whether the proposed project appears to be viable and worthy of further study and development.

Question: What additional studies will be required before the state knows the true costs of the project and can furnish "contract-ready" financial analyses, detailed operating parameters, revenues and ridership forecasts, infrastructure assessments and engineering documents?

The additional studies that will be required are the final environmental, engineering, and design, including additional modeling and ridership analyses. Because Ohio's passenger rail initiative is essentially a major new transportation project, it generally follows the same process three phase process as a major new highway project. Ohio has conducted the initial planning and preliminary environmental phase. The Amtrak study that forms the basis of the questions you have posed is just one of the documents that informed phase 1. Other important documents that informed phase 1, and which are discussed in response to other questions below, are the railroad modeling, preliminary environmental and ridership, and station studies. The planning and preliminary environmental phases formed the basis of Ohio's application for federal funding.¹

¹ Unlike major new highway projects, the establishment of Ohio's passenger rail service will not require acquisition of new property. Instead, the track improvements required for passenger rail service, for example, will be completed within existing freight railroad right-of-way. An additional difference between this project and more traditional major highway projects is that, because passenger trains will operate on railroad tracks owned by Norfolk Southern, CSX, and Rail America, this project will involve negotiated master agreements with the freight railroad companies. These negotiated agreements, which will be part of the final environmental, engineering, and design phase, will define in precise detail what improvements need to be made, how much those improvements will cost, and the final schedule. Norfolk Southern, CSX, and Rail America are partners in Ohio's Passenger Rail Service and are committed to supporting this service.

With the FRA grant that Ohio was just awarded, Ohio is entering phase two, the final environmental, engineering and design process, including negotiations to access and track improvements with the freight railroads. As with any major highway project, it is through this process that estimated costs are further refined and specific capital improvements identified. The additional studies to which this question refers will be a part of this stage of the planning process.

The environmental study portion of phase two will take approximately 9 months; the design portion of phase two will begin concurrently and take approximately 18 months. (There is some overlap in the timing of each phase.) Phase 3, the construction phase and capital improvements phase will commence after the environmental studies are completed and continue throughout the rest of the grant period.

Ohio's \$400 million award from the FRA includes funds for these phase two final studies. In order to complete these studies, ODOT will need to work with you, the Speaker of the House, other legislative partners, and the Controlling Board to release these federal funds. Approximately \$25 million is required to complete phase two activities. No other funds will be required prior to acquiring trains and commencing the construction phase of the initiative. We plan to request that the Controlling Board release \$25 million of the \$400 million in federal funding soon. We will provide all information to you and other members of the Board about the work to be accomplished well in advance of the meeting.

Just as governors, state legislatures, and state departments of transportation have a strong interest in ensuring that taxpayer dollars are well-invested and spent properly, FRA will provide an additional level of accountability. Accordingly, the FRA will set milestones for states to meet in their planning processes and make funds available after those milestones are met.

Question: How soon will these studies be completed so that legislators and the general public have the critical information they need before a decision is made to commit \$400 million dollars of taxpayer money and perhaps even more to this project?

Providing more detailed information is exactly why \$25 million was included in the \$400 million award from the FRA for final environmental, engineering, and design phase studies. As noted in the first question and as with any major transportation project, these final environmental, engineering, and design phase studies will be completed over the next 9-18 months from the time they commence. In addition to FRA approval, we will need Controlling Board approval to allow these studies to proceed as required for any major ODOT expenditure. ODOT had planned to request that the first of these studies be placed on the March 8 Controlling Board agenda. In deference to your letter and questions, ODOT decided to delay its request until we had the opportunity to respond and discuss with you the process going forward. Now, we plan to ask the Controlling Board soon for the release of \$25 million out of the \$400 million for phase two work.

2.) The final Amtrak study dated December 18, 2009 states on page 4:
The feasibility report deliverables are presented in summary form and are developed through a process that combines Amtrak historical experience, empirical data from comparable operations, calculations based on rail industry standards and practices, and current material prices. A highly detailed breakdown of summary quantities has not been included in this report because many of the quantities are approximations developed through the process just described and are not supported by comprehensive technical and financial analyses.

Question: When will this “detailed” information be available?

As is the case with a major highway project, more detailed and refined information will be available at the conclusion of the final environmental, engineering, and design study. The negotiated master agreements with the freight railroads will be part of this process. The timing of this work is dependent on the FRA and Controlling Board approvals. As noted above in response to previous questions, this phase 2 work will be completed over the next 9-18 months.

3.) The final Amtrak study dated December 18, 2009 states on page 4:
If, having reviewed the feasibility report, the state decides to move forward with the project, the next steps include refining schedules and operating parameters, developing detailed analyses of capital and operating funding requirements and securing actual sources of funding, negotiating contracts with service providers (such as Amtrak), negotiating grant contracts with the host freight railroads for infrastructure improvements (which typically requires the hiring of consultants to produce preliminary engineering documents and construction budgets, and to identify the various required permits and environmental approvals), negotiating agreements with station providers, and selecting and procuring equipment.

Question: When will the analysis of items referenced in this section of the study be completed and available?

As discussed above, the timing is dependent on the FRA and Controlling Board approvals. We are hopeful that we can work in partnership with the FRA and the Controlling Board to advance these studies expeditiously to provide the more detailed information that all of us are seeking—especially because the \$25 million was included in the FRA’s award precisely for this purpose. Again, this phase two work will be completed over the next 9-18 months.

In addition, during phase two, Ohio will decide which rail cars are to be used and whether they will be purchased or leased. As you will read in answer to a later question, Ohio is certainly interested in US Rail Car, which is headquartered here in Columbus. At the same time, we are investigating other opportunities, availabilities, and costs. As we clarify the best options for our passenger trains, we will consult with you and our other legislative partners.

4.) The final Amtrak study dated December 18, 2009 states on page 5:
Following the release of Amtrak’s Draft Report for the Ohio 3-C Study on September 15, 2009, ORDC advised Amtrak that the State of Ohio has expressed serious interest in DMU (diesel multiple unit) equipment, potentially manufactured in Ohio by US Railcar (formerly Colorado Railcar), for use in the proposed 3-C service. While not operating DMU equipment in the Midwest today, Amtrak, nevertheless, does not oppose the use of this type of equipment per se, provided certain criteria are met.

Amtrak’s primary concern related to the type of equipment procured for any state corridor service is that it meets industry standards for manufacturing and safety, including full compliance with Federal Railroad Administration (FRA) requirements, that its use has the concurrence of the host freight railroads, over whose tracks the equipment operates, and that it meets the market needs of the traveling public.

Question: What is the status of the negotiations with US Railcar in building this equipment in Ohio?

As US Railcar has publicly stated, it continues to be interested in establishing permanent manufacturing facilities in Ohio to build DMUs required for future orders and is working with the Ohio Department of Development accordingly to assess the feasibility of doing that.

The federal government's investment in building a passenger rail network in the Midwest and other regions of the United States holds great promise for Ohio manufacturing. US Railcar LLC, headquartered in Columbus, represents one of those opportunities. According to the company, US Railcar has secured an interim manufacturing agreement from its business partner ARI (American Railcar Industries) to build initial Diesel Multiple Units (DMUs) at ARI's facility in Arkansas.

Beyond US Railcar, there are opportunities for Ohio manufacturing companies to flourish with the development of passenger rail in Ohio and the U.S. To date, my staff has identified and spoken with 225 Ohio companies with links to the rail supply and contracting industry. (See attachments for information about these companies, their location.) These companies employ more than 22,600 employees in Ohio.

Question: Does the DMU equipment comply with Federal Railroad Administration requirements?

Yes, currently it is the only domestically-owned and manufactured FRA compliant DMU.

5.) The final Amtrak study dated December 18, 2009 states on page 5:
Due to the natural attrition of the Amtrak fleet resulting from aging and damage to rolling stock, Amtrak's fleet replacement needs have required it to retain stored/damaged rolling stock suitable for reconstruction and/or refurbishment for use in long-distance service and existing corridor service. Therefore, in this and all future corridor studies for new services or expanded existing service, the states should factor into their equipment capital estimates the cost of newly manufactured rail cars and locomotives.

Question: Since the announcement of the \$400 million dollars in stimulus money, a number of individuals have been quoted as saying that one of the ways we can save money is to reuse rolling stock. What is the Administration's position on this? Is Amtrak right or wrong? Is the state going to buy new trains as Amtrak says in their report or will the state reuse rolling stock?

We have closely studied the equipment issue and believe that Amtrak is correct. While equipment discussions are ongoing, we believe that new equipment offers the best way to restore passenger rail service in the corridor. Both the initial costs as well as the lifecycle costs must be considered in this discussion. An additional constraint for considering used equipment is the availability of an entire fleet to be refurbished. An equipment pool outside of Amtrak has not yet been identified for the state to refurbish. Therefore, we have factored new equipment costs into the total cost. We are also exploring whether there are opportunities to leverage market forces to defray the costs of the trains themselves as well as the operating costs.

6.) The final Amtrak study dated December 18, 2009 states on page 13:
Although there have been general operational discussions, field inspections, and review of preliminary capacity additions analyses with the host freight railroads, the freight railroads have not agreed to the reintroduction of passenger rail services to the 3-C Corridor, or the terms and conditions of that reintroduction, and have not agreed to the specific infrastructure improvement proposals, draft schedules and other freight railroad-related comments in this report. Instead, they reflect only the findings to date and best judgment recommendations of the study team. Detailed discussion and initiation of formal negotiations with the host freight railroads are required if the ORDC decides to proceed with implementation of the 3-C "Quick Start" service.

Question: What is the status of discussions between the state and the railroads on this subject? What has been discussed and has there been any resolution?

Our discussion with the freight railroads is on-going. We have collaborated with Norfolk Southern, CSX, and Rail America throughout the planning and preliminary environmental phase of the passenger rail initiative. For example, Ohio contracted directly with the Woodside Consulting firm on freight railroad track capacity modeling, rather than with Amtrak, so that we could work directly with the freight railroads.

Additionally, each of the railroads signed a memorandum of understanding supporting the passenger rail project and committing to working with Ohio on our passenger rail service. The discussions between the state and the host freight railroads have been frequent and focused on the progress of planning, modeling efforts and steps required to reach concurrence on the capital (track) improvement costs.

More recently, as indicated in the enclosed letters, both Norfolk Southern and CSX have reiterated their commitment to working with Ohio to further develop the project and their appreciation for how we have approached this initiative.

The negotiated agreements with the freight railroads will be part of phase two, the final environmental, engineering and design phase of this project.

7.) The final Amtrak study dated December 18, 2009 states on page 13:
All proposed train schedules shown in this feasibility study are dependent upon timeslots made available by the host freight railroads. Timeslots are subject to further discussion based on traffic volumes, operating conditions and other considerations in existence at the time of actual service commencement on the route. Given likely freight growth following the current recession and the possibility of changing operating conditions on the route at the time of service commencement, revisions to the proposed schedules shown in this study may be required.

Question: What is the status of discussions between the state and the railroads on this subject? What has been discussed and has there been any resolution?

As noted above, discussions with our freight railroad partners are on-going. In approaching the development of the passenger rail project, Ohio has collaborated with Norfolk Southern, CSX, and Rail America early and often. We have made it clear that the State of Ohio seeks to restore passenger train service in collaboration with our freight railroad partners. The efficient movement of freight is essential to Ohio's continued leadership in logistics and distribution, and the passenger rail service initiative should do nothing to diminish that leadership.

The overriding goal of the railroad capacity modeling analysis, conducted in phase one, is to ensure that the capital plan for the rail line results in fluid train operations with little or no delay to either the freight or passenger trains. As a general matter, the proposed schedule reflects an effort to balance freight and passenger rail interests. Through phase two, the final environmental, engineering, and design process, we will continue to collaborate with our freight partners to modify the schedule so as to maximize ridership.

8.) The final Amtrak study dated December 18, 2009 states on page 15:

To develop a provisional schedule, the study utilized field inspection results, existing host freight railroads' track profile charts, station dwell times, Amtrak's standard schedule development methodology, and an assumed 79 MPH maximum authorized timetable operating speed. Woodside Consulting, a contractor for ORDC specializing in train operations modeling and railroad capacity analysis, was provided with the provisional schedule by Amtrak as a basis for conducting modeling and capacity analysis of the 3-C route. Projected freight traffic levels at the startup of passenger service were provided to Woodside by CSX and NS. Preliminary capacity analyses conducted by Woodside indicate that, with implementation of the recommended infrastructure improvements described in Section II.B.I, Table 4, the provisional schedule can be achieved. However, the host freight railroads have advised that they will not be able to confirm that the provisional schedules are acceptable until additional capacity analyses are completed.

Question: Have additional capacity analyses been completed and what is the status of discussions between the state and the railroads on this subject?

In order to prepare for phase two, the final environmental, engineering, and design phase, additional track capacity analyses are underway. Ohio continues to keep Norfolk Southern, CSX, and Rail America apprised of the status of the passenger service schedule and capacity model runs. This additional modeling will inform negotiations with the freight railroad companies in the final environmental, engineering, and design phase.

9.) The final Amtrak study dated December 18, 2009 states on page 15-16:

Station dwell time is the amount of time allowed for passengers to board or to de-train in a station. When a passenger train moves from the track of one freight railroad to the track of another freight railroad, control of the passenger train passes from one railroad's dispatcher to the other railroad's dispatcher. The time allowed for this transfer of control to occur is called "hand-off time." A 15-minute allowance has been assumed for this study, but individual railroads may be willing to negotiate different hands-off times depending on dispatching protocols. Some allowance is required to account for unforeseen delays that invariably occur in passenger train service, especially when operating over host freight railroads. Based on Amtrak experience, this delay time approximates 8% of a train's over-the-road run time, excluding dispatcher hands-off and station dwell time.

Question: Have these times been confirmed by the railroads? If so, please provide documentation.

As noted above, discussions with our freight railroad partners are on-going. The final schedule will be a key subject in negotiating with the freight railroads during the final environmental, engineering, and detailed design phase.

The times required for station dwells, freight railroad hand-offs and schedule recovery are industry acceptable standards that will be finalized through freight railroad concurrence with the final modeling results. The freight railroads have been consulted throughout the planning and preliminary environmental phase and will continue to be throughout the final environmental, engineering, and design phase. Final confirmation from the freight railroads on the passenger service schedule will be achieved during this phase.

We are committed to continuing to balance the needs of passenger service with freight movement through the final environmental, engineering, and design phase.

10.) The final Amtrak study dated December 18, 2009 states on page 18:
In order to avoid added congestion and loss of operating fluidity on the host freight railroads, and to provide consistently reliable service for passenger trains, an analysis of the 3-C route capacity was needed to identify specific infrastructure improvements that must be in place prior to startup of service. The location of the recommended improvements that Woodside Consulting identified and the scope of work to be done are described in the following Table 4. With the exception of line items 11 and 12, the locations and extent of work for these infrastructure improvements are based on the results of the preliminary report prepared by Woodside and presented to ORDC, Amtrak, CSX and NS on July 22, 2009.

Question: Please provide the Woodside report.

The Woodside 3C Railroad Capacity Analysis from July 22, 2009, is available at <http://3CisMe.ohio.gov> under the “3C ‘Quick Start’ Documents” section. A copy of the report is also included with this letter.

11.) The final Amtrak study dated December 18, 2009 states on page 19:
While capacity projects named in the following Table 4 make intuitive sense and appear to be logical capacity improvements, the host freight railroads will not be able to confirm the utility of these projects until additional capacity analyses are completed. Additional capacity improvements may be necessary. All recommended infrastructure improvements, whether in Table 4, or as a result of further capacity studies by the host freight railroads, must be reviewed and approved by the host freight railroads, and completed prior to startup of passenger service.

Question: What additional capacity improvements will be needed? How much will the additional capacity improvements cost?

We anticipate minimal, if any, additional track capacity improvements. However, any specific improvements will not be finalized until the completion of negotiations with the freight railroads during phase two of the project.

12.) The final Amtrak study dated December 18, 2009 states on page 21:
In addition to capital infrastructure improvements and track upgrading, another cost item that must be considered is the implementation of Positive Train Control (PTC). The Amtrak Reauthorization Act (PRIIA) of 2008 requires installation of PTC on certain rail lines by the year 2015, but the scope, costs and funding responsibility associated with this requirement cannot be determined at this time and it is therefore not addressed in this

report. PTC is defined as a system to prevent train-to-train collisions, over-speed operations, incursions into established maintenance of way work zone limits, and the movement of a train through a switch left in the wrong position.

Question: What is the cost of this (PTC) going to be and how will it be paid for?

Positive Train Control (PTC) is a national issue that states and railroads must address. States are awaiting guidance from the FRA as to what types of improvements will be necessary to comply with PTC requirements. As this project moves through the final environmental, engineering, and design phase, we will work with the FRA and the freight railroads to determine PTC requirements and funding needs associated with this project.

13.) The final Amtrak study dated December 18, 2009 states on page 22 and 23: *Therefore, this study recommends the construction of a shop and repair facility in Cleveland to perform all maintenance, repairs, washing, fueling and sanding, as well as layover and turnaround servicing, for the entire fleet of 3-C cars and locomotives. This should include the capability in future years to perform heavy repairs as the equipment ages. It should be noted this facility is planned, not only for the maintenance needs of the initial 3-C Corridor, but also for the future Cleveland Hub System with passenger train service proposed to be initiated from Cleveland to Pittsburgh, Buffalo, Detroit and other points.*

The property that is proposed for a Cleveland maintenance site, is a mostly abandoned yard (known as the East 26th Street Yard) located approximately 1 mile east of the existing Amtrak Lakefront Station. East 26th Street Yard is connected to the station via an existing track adjacent to and parallel with the CSX main line. Currently in FRA Class I condition (10 MPH maximum speed), this track will require upgrading to handle efficient train movements between the maintenance facility and the station. Based upon an Amtrak evaluation in 2005, it is believed the extent of property required to accommodate a facility capable of supporting the Ohio 3-C corridor service, as well as the entire Ohio Hub System operation, will include vacant property currently owned by Amtrak, CSX and other unknown owners adjacent to the East 26th Street Yard. Exhibit 9 describes a conceptual location layout for the proposed maintenance facility and its proximity to the existing Cleveland Lakefront Station. No substantive discussions have taken place with CSX or other property owners by either ORDC or Amtrak regarding the acquisition of this property.

Question: The cost estimate for this facility is \$49.3 million. Since the announcement of the \$400 million in stimulus money, a number of individuals have been quoted as saying that one of the ways money can be saved is to abandon the construction of this planned facility. Does the state plan on building this facility or doing something different?

A decision has not been made regarding the size and location of the proposed maintenance facility at this stage of project development. As discussed above, the Amtrak Study was one of several documents that informed the planning and preliminary environmental phase. Decisions will have to be made about the maintenance facility as the project advances through the final environmental, engineering, and design phase as more information about maintenance needs is developed.

Question: Has the state had any further discussions with CSX or other property owners about using this site? What is the status of those discussions?

CSX is aware of the proposals made in the Amtrak Study. Discussions with the host railroads for use of their property, including for any potential maintenance facilities, will occur in the final environmental, engineering, and design phase as part of the broader negotiations with the railroads.

14.) The final Amtrak study dated December 18, 2009 states on page 24:
In addition to the primary maintenance facility in Cleveland, the proposed 3-C operating schedule will require layover and turnaround facilities at Columbus and Cincinnati. Two potential sites, neither of which has been discussed in detail with the host freight railroads, are the NS Grandview Yard in Columbus, roughly 1.5 miles west of the proposed Convention Center Station, and the IORY Undercliff Yard in Cincinnati, about 5 miles east of the proposed Boat House Station.

Question: Have discussions been held with the host freight railroads and have they agreed with this proposal? If they do not agree, where will the layover and turnaround facilities be built and will it cost more or less than the original estimates?

As noted above, discussions with our freight railroad partners are on-going. Discussions with the freight railroads for use of their property, including for any potential maintenance facilities, will occur in the final environmental, engineering, and design phase as part of the broader negotiations with the railroads. It is expected that a number of alternative sites will be examined in the next phase of the environmental assessment. Our office will work with the FRA, the freight railroads, and the Controlling Board to identify how to contain costs to remain at or below the original cost estimates.

15.) The final Amtrak study dated December 18, 2009 states on page 26:
The summarized annual 2009 financial information, presented herein is provided for illustrative purposes only and has been based upon the hypothetical 12-month operation of the contemplated 3-C Corridor Service described in this report. Due to the potential future variability of key operational factors such as changes in host railroad operations, proposed levels of daily service, and/or the placement of station locations, all of which may have a material effect upon the projected results developed for this study, estimated results for only the 2009 year have been presented in this report.

Question: It is troubling that the financial information in the report, upon which we are supposed to make decisions, is for illustrative purposes only and is based on hypothetical. When will the state have more concrete projections on which to make our decisions?

This is simply the nature of the process. As indicated in previous answers, the information available for this project is the same as would be available at the conclusion of planning and preliminary environmental work on a major highway project. Furthermore, this information is undergoing more public vetting than a comparable major highway or bridge project. If anything, I would hope that this opportunity for public and legislative discussion would be extremely reassuring.

Ohio's application to the FRA budgeted for the final environmental, engineering, and design phase of the project. As soon as FRA and the Controlling Board release funding for the required studies in phase two, the work can begin. We estimate the cost of these studies to be no than \$25 million.

16.) A significant concern for members of the Republican Caucus and others I have spoken with is the cost of the project. Last march (2009), the Administration suggested the cost would be \$250 million dollars. Three months later it stated that costs could reach \$400 million dollars. Three months later the new cost estimate was \$343 million dollars, and then, a month later, the state asked the taxpayers for \$564 million dollars in federal stimulus money. Last month, when the state only received \$400 million, you and others said the project can be completed for \$400 million.

Question: Can we be assured that costs will not exceed \$400 million dollars?

FRA, ODOT, and ORDC believe this passenger rail project can be completed within a \$400 million budget.

Throughout the development of this project, we have provided the best available estimate at the time of the request. As elements of Ohio's passenger rail service have changed over time and as we have developed more information through the various studies conducted to date, we have incorporated changes to the cost estimates.

Earlier estimates were based on the plans of previous administrations to restore passenger train service in the corridor. The \$564 million requested from the FRA was based on Amtrak's draft engineering estimate, which included 30 percent in contingency costs. Recent bids for stimulus-funded and formula-funded transportation projects indicate that actual expenditures have been and are likely to continue to be below engineer estimates.

FRA selected Ohio's application for funding because it understood that Ohio could provide service within a short time frame to the largest un-served corridor in the nation without the need for state matching funds. FRA believed that \$400 million is what Ohio needs to complete the project, and knew that this 100 percent federal funding was Ohio's best opportunity at making up for years of not investing in the foundation for a high speed rail network.

I also hope it raises your confidence that this project is likely to carry with it a higher degree of accountability than any that ODOT has undertaken in recent memory. First, there is already a high degree of public scrutiny regarding this project. Second, this project is following the same process as any major transportation project, including going through the Transportation Review Advisory Council (TRAC) and the Controlling Board. Third, certain expenditures will require a supermajority vote from the Controlling Board. Fourth, the FRA will set milestones for us to reach before being able to access the federal funds that have been set aside. Fifth, and finally, a majority of both chambers of the Ohio General Assembly must approve expenditures when we are ready to actually operate passenger trains.

Throughout the project development process, there are checks and balances to provide ample opportunity for oversight and accountability.

The major costs associated with this project will be for capital improvements to Ohio's railroad system and the acquisition of passenger train sets. Ohio is investigating public/private partnerships and other strategies to maximize the state's financing of this project and provide the best return on investment.

17.) Another significant concern for members of the Republican Caucus and others I have spoken with is the schedule contained on page 17 of the Amtrak report. The arrival and departure times make it difficult to see the advantages of riding the train for most business or leisure travel. When questioned about this, members of your administration and other rail proponents say this is only a draft schedule and that adjustments can be made to make it more convenient.

Question: With only four trains in service at any given time, can you provide us with any alternative schedules to better assure the public that riding the train would make sense? Additionally, how would such changes affect current ridership projections?

Because ridership projections were generated by a well-regarded expert in the field and were based on Ohio's proposed schedule, I am confident that our ridership estimates are accurate. If anything, I believe the estimate of 478,000 annual riders may be conservative. ODOT will, of course, continue to work with our freight partners and transportation experts to modify the schedule to maximize ridership and revenue generating opportunities.

Although the schedule will certainly be adjusted over the course of negotiations with the freight railroads, the ridership projections are based on the current draft schedule. The ridership analysis that was prepared for Amtrak was conducted by AECOM, a firm with over 25 years experience with estimating ridership on passenger trains. In addition, Ohio contracted with AECOM to conduct additional ridership analyses as part of the preliminary environmental study prior to submitting the application. A review of AECOM's work with other passenger services confirms that AECOM's ridership projections are consistently conservative, with ridership exceeding projections during the first year of service.

Based on the expertise and track record of this firm, Ohio is confident in the accuracy of the estimate that at least 478,000 will ride in the first year of service. The ridership estimates were based on Ohio's draft schedule and so take into account the currently proposed arrival and departure times. In fact, ridership data indicates that, if anything, 478,000 annual riders is a conservative estimate. These additional ridership studies conducted also indicate that if future stops in the Middletown and Shelby/Crestline/Galion areas are implemented, ridership will increase even more.

In addition, the proposed schedule works for many business travelers going between Cincinnati and Columbus, Dayton and Columbus, and Columbus and Cleveland. Commuters like to depart in time to arrive home around dinner time. The schedule also works well for business travelers who need to spend multiple days in one of Ohio's largest cities, or in smaller towns like Springfield. Likewise, the train service will serve families well who are visiting family or Ohio's many attractions from museums to amusement parks to shopping centers. Families on vacation in Ohio will also find the schedule accommodating. Too many people in Ohio sell our cities short by suggesting that no one would want to spend more than a couple of hours or a day in them. All four large cities along the corridor have more than enough attractions to keep families and travelers busy for days at a time.

Any discussion of who is likely to use this service would be incomplete without mentioning students. More than 220,000 students live within 10 miles of the proposed station stops and this service will allow many of them to travel back and forth between home and school easily and safely. Student populations in the cities often bring cars to campus just so they can travel home to see their parents. The train offers an alternative to keeping a vehicle on campus.

It is also worth noting that much of the public discussion about the proposed schedule assumes every person on the train has a car or is capable of operating a car. The fact is that 25 percent of Cleveland, 23

percent of Cincinnati, 20 percent of Dayton, and 10 percent of Columbus households do not have a car (2000 Census). Additionally, Ohio ranks 7th in terms of older adults age 65-plus, based on 2008 census population estimates. Aging Ohioans need options as health limits their ability to drive longer distances. Providing mobility preserves independence and dignity for Ohioans who cannot drive a car.

That being said, as stated in the response to Question 7, there will be some opportunity to make modifications to the proposed schedule through the final environmental, engineering, and design phase. Any modifications will be based on negotiations with the freight railroads and additional ridership analyses. One potential addition to the schedule that has been used in other states might be the addition of special services to respond to high demand. For example, it may be possible to negotiate special Saturday and Sunday schedules to accommodate Browns, Bengals, or Buckeye games or other occasional services for the Cavaliers, Crew, Blue Jackets, Reds, and Indians.

18.) Another concern that has been raised by many is that the train will travel at an average speed of only 39 mph. Many believe this isn't fast enough to incentivize travel by train. Members of your administration have responded to this concern by saying this is the first step towards high speed rail in the corridor.

Question: Is it possible to upgrade the tracks on the proposed routes to high speed rail or would it require new and separate tracks?

Existing tracks can be upgraded to accommodate maximum speeds of up to 110 mph, which is the speed called for in the high-speed rail Ohio Hub plan. New tracks will be needed to accommodate trains traveling above 110 mph.

Much of the investment, such as those for train sets and stations that will be made in the passenger rail project will benefit future high speed rail service. One of the most important aspects of the project is that it provides the necessary foundation for increasing to higher speed rail, which is widely supported by business leadership around the state. No state in the country has yet gone from an absence of passenger train service to high speed service.

The states that have passenger service and virtually all that are investing in passenger rail with state or stimulus dollars are making incremental speed improvements to existing service. Ohio is simply following this safe, economic, and proven method of beginning with conventional speed trains and making incremental improvements to improve average speed, frequency, and travel time.

The economic development opportunities around station locations hold particular promise for both conventional 79 mph service and higher speed 110 mph service. Already, these opportunities are drawing the interest of developers. Cities like Riverside, near the National Museum of the Air Force, Dayton, Sharonville, and Springfield are already making plans that will create jobs and economic activity in and around station stops. Modification of existing stops in Cleveland present new downtown development potential and the Columbus Convention Center stop will generate further economic activity with the Arena District, Short North neighborhoods, Ohio State and beyond. The development around these stations will only increase as the speed and frequency of passenger trains increase.

Finally, I would like to point out that the often-quoted 39 mph average speed is not an accurate portrayal of the speed of Ohio's proposed service. In fact, just as is the case in states all over the Midwest and around the country, Ohio's initial service will travel at speeds up to 79 mph. Although unfamiliar to Ohioans, 79 mph passenger train service is a proven driver of jobs and economic development in 15 other states. The fact is that when this service is operational we anticipate the average speed, which includes

the time the train is stopped at stations, will be well within the same range that has proven so successful in other Midwestern corridors. Ohio is simply proposing to replicate what has been proven to work in states like Wisconsin, Illinois, Michigan, Pennsylvania, Maine, and North Carolina.

In closing, we look forward to working in partnership you, the Speaker of the House, and members of the General Assembly to develop the best possible passenger rail service for Ohioans.



3C "Quick Start" Passenger Rail Plan

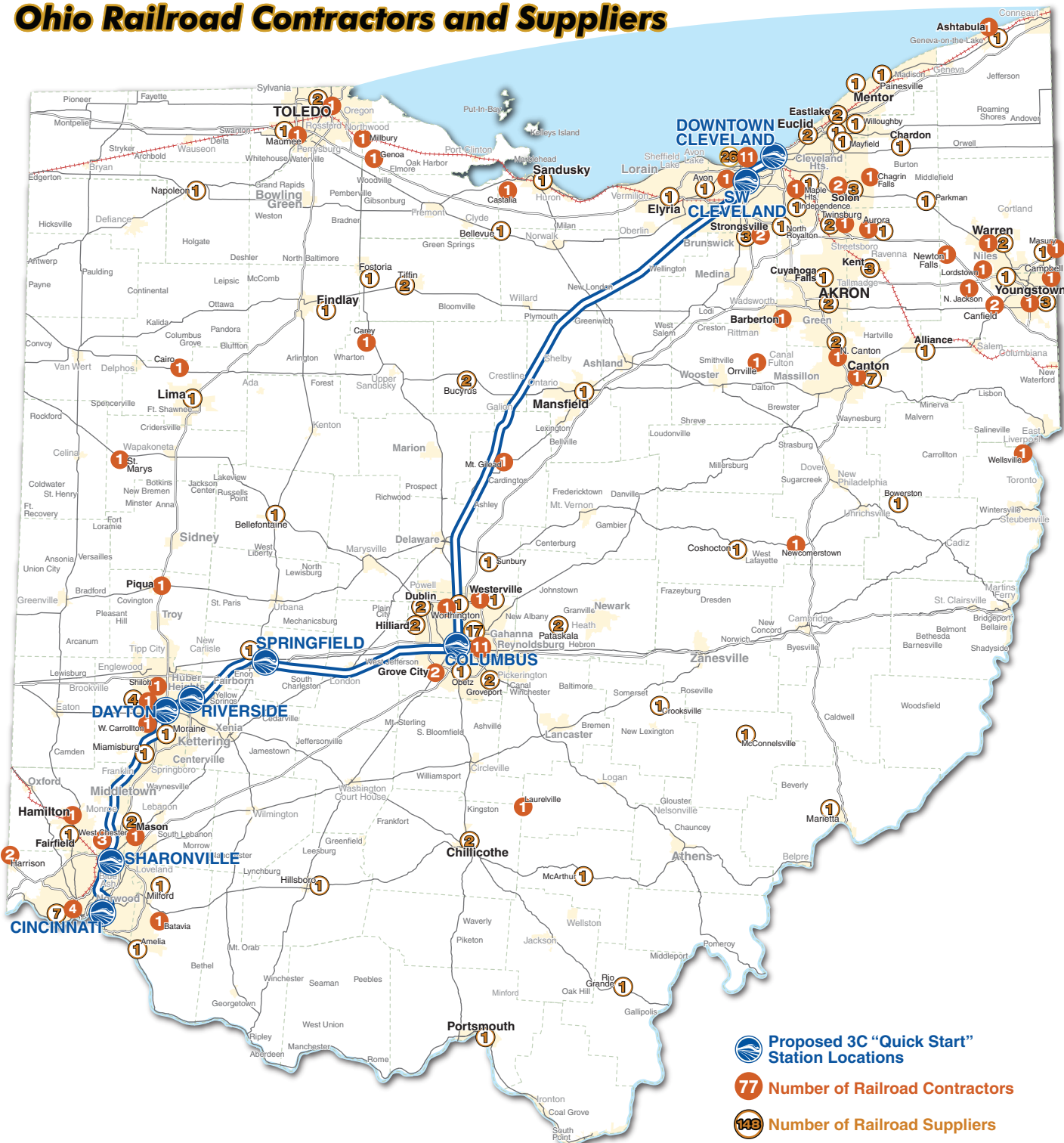


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Canton	B-Tec Scales	Mason	Veteran Enterprises LLC
Carey	Porcelain Products Company	Masury	Pennsylvania Electric Motor Service, Inc.
Castalia	Stacy Builders	Maumee	Andersons
Chagrin Falls	Enta Products Inc.	Millbury	Great Lakes Rail Service
Cincinnati (4)	Acme Machine Tool Co.	Mt. Gilead	Consolidated Electric Co.
	Curdco	N. Olmsted	Schirmer Construction
	Fenton Rigging	Newcomerstown	W.M. Brode Company
	Parsec	Newton Falls	Transco Railway Products
Cleveland (11)	Avtron Manufacturing	North Canton	Vaughn Industrial Car & Equipment Co.
	B & K Locomotive Service Inc.	North Jackson	Railworks Track Services
	Bula Forge & Machine, Inc.	Orrville	Amtrak Ohio
	CR Construction	Piqua	Piqua Materials
	E J Brooks Co.	Shiloh	Plymouth Locomotive Service
	Foseco, Inc.	Solon (2)	Acme Construction Co., Inc. RELAM, Inc.
	Industrial Timber & Land Co.	St. Marys	Goodyear Tire & Rubber Co.
	N. T. Ruddock Co.	Strongsville (2)	Cintas Corp. Standard Car Truck Company
	Philip Metals, Inc.	Toledo	Blackfoot Co.
Columbus (11)	Robin Industries	Twinsburg	Clifton Steel Company
	UZ Engineered Products	Warren	Tracksense Inc.
	Allied Fabricating & Welding	Wellsville	Transrail
	Brown Steel, Co.	West Carrollton	Precision Gage & Tool Co.
	Columbus Fastener	West Chester (3)	Contech Construction Products Inc.
	EWI		Newberry Construction Co.
	Fastenal Company		Trane Co
	Fritz Rumer Cooke Co.	Westerville	RWC Inc.
	Gaiser	Worthington	Worthington Machine Technology
	Keyser Powell Equipment Company	Youngstown	Ohio Track Inc.
	Ohio Castings Co.		
	Tri Palm International LLC		
	United Security Seals, Inc.		
Dayton	Precision Gage & Tool Co.		

Ohio Railroad Suppliers

City	Railroad Supplier
Akron (2)	Ace Precision Industries, Inc. RCA Rubber Company
Alliance	Alliance Casting
Amelia	Solutions Plus
Ashtabula	Molded Fiberglass
Aurora	Network Technologies, Inc.
Avon	Freeman Manufacturing Co.
Bellevue	Seneca Railroad & Mining, Inc.
Bowerston	Nolan Company
Bucyrus (2)	American & Ohio Locomotive Crane Co. Ohio Locomotive Crane Co., Inc.
Canton (7)	Midwest Industrial Supply Nolan Company Ohio Gratings Inc. R.H. Little Company Ralph C. Williams, Inc. Sperling Railway Services, Inc. United Grinding
Chardon	Solon Manufacturing Co.
Chillicothe (2)	Barber Spring Union Spring & Manufacturing Co.
Cincinnati (7)	Cliffe Metal Products, Inc. Crown Lift Trucks Fechheimer Brothers Frederick Steel Co. Piedmont Plastics Queen City Forging Co. Ransohoff
Cleveland (26)	Apex Welding, Inc. ASI International Bowman Distribution Chromate Industrial Chromium Corporation Cleveland Track Material, Inc. Crowd Control Depot Demag Cranes & Components Erico Products Inc. Hickok Inc. Interstate - McBee Macco Adhesives Midwest Steel OCS Technologies, Inc. Ohio Crankshaft Company Park Ohio Parker Hannifin Parts Associates, Inc. Performed Line Product Sherwin-Williams Company

City	Railroad Supplier
Cleveland (continued)	SIFCO Selective Plating Sonich Industrial Sales Co., Inc. State Industrial Products Swiger Coil Systems TPC Wire & Cable Trinity Equipment Company
Columbus (17)	Alro Steel Applied Industrial Technologies Bearing Distributors, Inc. Capital Spring Division Columbus Steel Castings Company Kimball Midwest Kokosing Construction Company Laird Plastics Marble Cliff Oil Co. Mettler Toledo Ohio Power Tool Rail Products International Inc. Silcott Railway Equipment Limited Spirit Services Ultra Hydraulics, Inc. Williams Distribution Yenkin Majestic
Coshocton	Sancast, Inc.
Crooksville	Nationwide Express
Cuyahoga Falls	Becker Pumps Corporation
Dayton (4)	Dayton Phoenix Group Precision Gage & Tool Co. Sabic Polymershapes Stromag Inc.
Dublin (2)	Salient Systems Inc. Sterling Commerce, Inc.
Eastlake (2)	Spectrum Infrared, Inc. Terresolve Technologies LTD
Elyria	Master Bolt Manufacturing Inc.
Euclid (2)	K&G Machine Company PPG Industries
Fairfield	JWF Technologies
Findlay	Holtgreven Scale & Electronic Corp.
Fostoria	Morgan AM&T
Groveport (2)	Griffin Wheel Safety Today
Hilliard (2)	Advanced Drainage System Cummings Bridgeway
Hillsboro	Railroad Tools & Solutions
Independence	Robin Industries
Kent (3)	Ametek Rotron Products Ohio Railway Supply Schneller Inc.
Lima	United States Plastics

City	Railroad Supplier
Mansfield	D&A International Casting Company
Maple Heights	Ohio Magnetics, Inc.
Marietta	Hi-Vac Corp.
Mason (2)	Cincinnati Industrial Motion Savers, Inc.
Masury	Roemer Industries
Maumee	Associated Spring
Mayfield Village	Mayfran International
McArthur	Adelmann & Clark Inc.
McConnellsville	Miba Bearings
Mentor	M & F Technology, Inc.
Miamisburg	Com Net Software
Milford	AHL-Tech
Moraine	International Display Systems
N. Canton (2)	Powell Electrical Systems Provantage Superstore
Napoleon	Railtech Boutet, Inc.
North Royalton	Quest Corporation
Obetz	HFI Inc.
Painesville	SAS Rubber Co.
Parkman	Iron Horse Engineering Co., Inc.
Pataskala (2)	Arthur N. Ulrich Company Redhawk Energy Systems,
Portsmouth	KSA
Rio Grande	Ohio Valley Track work
Sandusky	Industrial Nut Corporation
Solon (3)	Pullift RELAM, Inc. Tameran Graphic Systems
Springfield	Benjamin Steel Co.
Strongsville (3)	Chemical Methods Inc. Durox Safety Sign Company
Sunbury	Timken Company
Tiffin (2)	Seves USA Tiffin Palfinger
Toledo (2)	A & K Railroads Materials Inc. Kay Toledo Tag Inc.
Twinsburg (2)	Spencer Products Company Visual Marking Systems
Warren (2)	L.B. Foster Schaefer Equipment Inc.
Westerville	Industrial Fabricators, Inc.
Wickliffe	Stevenson Oil & Chemical
Willoughby	Kottler Metal Products, Inc.
Worthington	Railway Equipment Corp.
Youngstown (3)	Gunderson Rail Services LLC Youngstown Barrel & Drum YSD Industries, Inc.

CSX
CORPORATION
Michael J. Ward
Chairman, President
Chief Executive Officer

500 Water Street
Jacksonville, FL 32202
Tel. 904-366-5210
Fax. 904-359-1216

March 8, 2010

Via United States Postal Service

The Honorable Ted Strickland
Governor, State of Ohio
Ohio Statehouse
Columbus, Ohio 43215

Re: State of Ohio Passenger Rail Planning

Dear Governor Strickland:

I write today to offer my congratulations for receiving \$400 million in federal stimulus funding to re-establish intercity passenger rail service along the Cleveland-Columbus-Dayton-Cincinnati (3C) corridor.

I commend you for the work your team has done to enhance rail infrastructure in the State of Ohio as part of your overall economic recovery and job creation efforts.

The State of Ohio has been a leader in this area, taking full advantage of the flexibility provided by ARRA to invest more than \$70 million in freight rail and intermodal projects. These projects are creating jobs and improving the state's ability to move goods while reducing highway congestion, air pollution and the consumption of oil.

With the award of \$400 million toward the 3C corridor project, our team at CSX stands ready to work with you to determine how best to utilize those dollars while putting Ohioans to work. We look forward to completion of the capacity modeling analysis and then to working with your team at ORDC to advance this important project to the next phase.

I appreciate your leadership in rail and transportation initiatives, and value your friendship.

As always, feel free to call on me if I can be of service.

Very truly yours,


Michael J. Ward

[MJW/ro]



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

John H. Friedmann
Vice President
Strategic Planning
757-533-4942
John.Friedmann@nscorp.com

February 24, 2010

The Honorable Ted Strickland
Office of the Governor
Riffe Center, 30th Floor
77 South High Street
Columbus, OH 43215-6108

Dear Governor Strickland:

From the start of your administration, you have recognized the importance of freight rail transportation and a multimodal approach to freight and passenger transport for Ohio's and the Nation's economies. The actions of the team you assembled to work on the 3C Quick Start Passenger Rail project provide yet another example of that recognition and commitment.

Norfolk Southern has always had a great partner in the Ohio Rail Development Commission. The Commission's work on freight and safety projects has helped achieve such projects as the Rickenbacker Intermodal Yard and the Heartland Corridor. These projects have helped to solidify Ohio's place as a critical part of the nation's supply chain. With your leadership and that of Director Jolene Molitoris at the Ohio Department of Transportation, Ohio was able to build on these successes by using its flexibility with the American Recovery and Reinvestment Act funding to again allow the Ohio Rail Development Commission to partner with Norfolk Southern on intermodal and safety projects throughout Ohio.

Therefore, it came as no surprise that in the development of the 3C Quick Start Passenger Rail project, Ohio approached Norfolk Southern seeking a balanced and respectful partnership towards the initiative. ORDC has kept us apprised and ensured that we understood the scope of the project. Throughout the project development process, Ohio has sought to address the needs and concerns of the freight railroads. This resulted in Memorandum of Understanding that was included with Ohio's application, which received \$400 million in federal funding.

While numerous issues and challenges remain, Norfolk Southern stands ready to work with Ohio to ensure that the 3C project enhances Ohio's rail network.

Sincerely,

A handwritten signature in dark ink, appearing to be 'JH Friedmann', written over the printed name.

John Friedmann