

Rail Enhancements = Sustainable Transportation, Opportunity, Revitalization & Employment



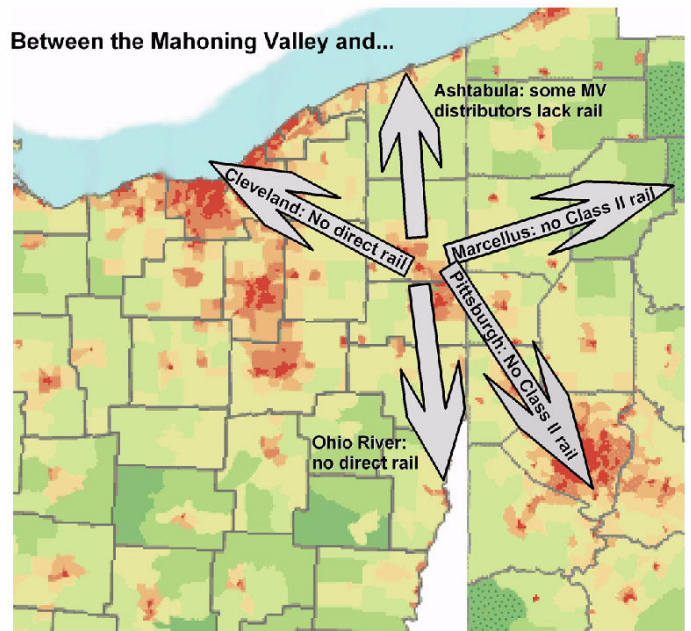
Rail remains an important linkage for industries, distributors and other shippers in the Youngstown-Warren Mahoning Valley. But 35 years of deindustrialization has caused the loss of much rail infrastructure. This was not recognized as a challenge until old industries in the valley began expanding and new industries sought facilities here to tap the Marcellus and Utica shales. The challenge is being felt especially by smaller shippers and/or those seeking to ship goods less than 200 miles away.

RESTORE



Key rail assets to meet many shippers' needs no longer exist

Between the Mahoning Valley and...



RESTORE, a new nonprofit organization, seeks to change that through increased community and business awareness, research and public-private leadership:

- ✓ Public- and private-sector organizations acknowledging the Mahoning Valley's rail infrastructure deficiencies and the need to address them;
- ✓ The development of a market assessment and infrastructure improvement plan;
- ✓ A regional consensus on the action plan and which public-sector entity or entities will carry it out;
- ✓ Conversion of the RESTORE program from an education/research mission to one of infrastructure planning and construction;
- ✓ Transfer of the RESTORE program to a public-sector entity or entities to begin planning and developing rail infrastructure to promote economic development and job creation in the region.

Why RESTORE rail, and why RESTORE rail here & now?

As the Cleveland-Youngstown-Pittsburgh (CYP) region enters an amazing economic opportunity in the 21st century, it may be blessed by rail remnants from its industrial past. Although there was once a complex web of high-quality rail infrastructure, it is no longer possible to operate a train directly between the Mahoning Valley and:

- the industries and water port of Cleveland;
- the Ohio River port of Wellsville and the probable location(s) of gas "cracker" plants in/near the panhandle of West Virginia;
- anywhere outside of the valley on an independently owned rail corridor for regional/short-line (Class II/III) freight carriers.

Unlike the large Class I carriers, the regional/short-line (Class II/III) freight railroads will aggressively market to smaller shippers or those seeking to move goods over short distances. Having an independent rail corridor for Class II/III freight carriers through the Mahoning Valley is important for providing lower-cost freight services that nurture entrepreneurial industries in the region. This will aid in creating a stronger, more diversified and connected industrial base for the Mahoning Valley.



Please send us support letters. Here is a sample letter:

Dear RESTORE:

Thank you for sharing with me your RESTORE presentation on the need for creating a coordinated, programmatic rail infrastructure improvement effort for Northeast Ohio. Such a program would increase the attractiveness of the Mahoning Valley as the leading job-creating "tool box" for tapping the Marcellus/Utica shale.

We at _____ are in agreement that such a rail infrastructure improvement program is needed and that it be carried out as a public-private partnership. A regional entity could host the program, coordinate planning and funding, and organize the interest and expertise of various regional interests.

Please keep us apprised of your progress as you advocate for a regional rail infrastructure improvement program. We are excited about its job-creating prospects and, should you need other assistance from us in the future, please do not hesitate to contact me.

FOR MORE DETAILS ABOUT **RESTORE** AND HOW YOU CAN HELP, CONTACT:

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