

# Transportation Legislative Agenda of the Toledo Region

2017-2018

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## *Freight Rail Policy Brief*

### **FEDERAL Priorities**

- Support rail-oriented public-private partnerships to leverage scarce dollars while addressing bottlenecks and moving projects forward.
- Create a rail infrastructure trust fund for the public portion of partnerships with private rail companies.

### **STATE Priorities**

- Expand and provide dedicated funding to the Ohio Rail Development Commission to rehabilitate and expand rail line capacity and short line spurs to manufacturing and industrial locations which will support job creation and retention.
- Support funding to preserve the right-of-way of abandoned rail lines for future uses.
- Leverage the nationally significant freight rail facilities in Ohio with funding for highway-rail grade separations (over/under passes) and installation of improved crossing warning devices to address safety and congestion problems.
- Invest in station upgrades and track improvements that support greater efficiency for both passenger and freight rail users.

- ✓ *With 13 facilities distributed across the state, Ohio is second only to Illinois in the number of intermodal terminals.*
- ✓ *The rail network accounts for about 40% of U.S. freight movements by ton-miles (the distance freight travels), and 16% by tons (the weight of freight moved).*

### **PROJECT Priorities**

- Support rail/highway grade separation solutions resulting from blocked rail crossings such as:
  - Hire Road/SR 281 crossing of the CSX line in Defiance County.
  - Matzinger Road crossing of the CSX line in Toledo.
  - A North Baltimore overpass of the CSX tracks there and SR 235/SR 18 and the CSX line in Hoytville.
  - Manhattan Boulevard at the CSX and Ann Arbor tracks.
- Improve intermodal access and development opportunity at the NS Airline Yard intermodal facility in Toledo.
- Complete the replacement of the Wheeling Lake Erie Maumee River Railroad Bridge.
- Invest in a second train bridge (to include pedestrian facilities) across the Maumee River near Toledo's Middlegrounds to address the current choke point created by the existing swing bridge.



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