

PERFORMANCE MEASURES ADDENDUM
TO THE GRANT AGREEMENT
UNDER THE
AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY
(TIGER) DISCRETIONARY GRANT PROGRAM

Ohio Rail Development Commission

CSX National Railway Initiative

FHWA TIGER Grant No. 25

SECTION 1. PERFORMANCE MEASURES

- a) The purpose of this “Addendum” is to set forth the performance measurement plan agreed to by the Grantee and the Government in accordance with paragraph m of section 2 of the “Grant Agreement”, dated December 16, 2010, between the U.S. Department of Transportation, Federal Highway Administration (the “Government”), and the Ohio Railroad Development Commission (“Grantee”).
- b) Subject to the Paperwork Reduction Act, as necessary, the Grantee agrees to:
 - 1) collect the data necessary to track and report on each of the performance measures identified in the Performance Measurement Table in section 2 of this Addendum; and
 - 2) report results of the data for each measure to the Government.
- c) Grantee agrees to provide “Before” and “After” reports to the Government.
 - 1) For the Before reports, the Grantee shall:
 - A. include current baseline data for each performance measure, and a detailed description of data sources, assumptions, variability, and the estimated level of precision for each measure; and
 - B. submit the report to the Government by September 30, 2011.
 - 2) For the After reports, the Grantee:
 - A. may include a narrative discussion detailing project successes and/or the influence of external factors on project expectations;
 - B. shall submit a report to the Government for each performance measure following project completion at the intervals and for the time periods specified in the Performance Measurement Table in section 2 of this Addendum; and
 - C. shall submit a final report to the Government by December 31, 2016, which includes an *ex post* examination of project effectiveness in relation to Before baselines.
- d) Grantee shall submit “Before” and “After” reports via email to all government contacts identified in paragraph b of section 4 of the Grant Agreement and to outcomes@dot.gov. The email shall reference and identify in the subject line the TIGER

Grant Number and the provide the number of the Performance Measures report submitted , e.g., Re: Tiger Grant No. 25 - Performance Measure Report No. 1 or 2 or 3, etc.

e)

SECTION 2. PERFORMANCE MEASURE TABLE

Study Area: The CSX Northwest Ohio Terminal, in Wood County, Ohio, to the CSX Chambersburg Terminal in Chambersburg, Pennsylvania.

Reporting: Annual reports should measure and report data as described in Table 1 below for the first full year of operation and annually for the duration of the Measurement Period defined in Table 1 below. Quarterly reports should measure and report data in the first full quarter of operation and continue for the duration of the Measurement Period defined in Table 1. Grantee need not include any analysis in addition to the described data. Quarterly report due dates are as follows:

<u>Reporting Period</u>	<u>Due</u>
January, February, March	May 1st
April, May, June	August 1st
July, August, September	November 1st
October, November, December	February 1st

PERFORMANCE MEASUREMENT TABLE

Measure	Description of Measure	Frequency	Measurement Period
Average daily container counts between Northwest Ohio and Chambersburg	Measures rail freight productivity. This measure is useful for double-stack clearance projects. We expect increases in the daily container counts as a result of the TIGER	Quarterly	<u>Pre-Project (Before) Report</u> One year before project commencement <u>Performance</u>

	investment for completion of the double-stack clearance projects in Phase 1 of the National Gateway between the Northwest Ohio intermodal terminal and the Chambersburg, Pennsylvania intermodal terminal.		<u>(After) Reports</u> Quarterly for three years after the project completion
Delta of the before project / after project average daily container counts moving between Northwest Ohio and Chambersburg	The delta of the before project / after project average daily container counts will provide a number of shipments that would have otherwise been transported via truck. From this figure, we can derive the reduction in truck miles traveled, carbon emissions, nitrogen oxides, particulate matter and gallons of fuel.	Quarterly	<u>Pre-Project (Before) Report</u> One year before project commencement <u>Performance (After) Reports</u> Quarterly for three years after the project completion
Average daily intermodal lifts at the Northwest Ohio terminal	Average daily intermodal lifts at the Northwest Ohio terminal measures rail freight productivity as a result of the double-stack clearance projects between Northwest Ohio and Chambersburg,	Quarterly	<u>Pre-Project (Before) Report</u> One year before the project <u>Performance (After) Reports</u> Quarterly for three years after the

	Pennsylvania. We expect increases in the daily intermodal lifts as a result of the TIGER investment for completion of the Phase 1 projects.		project completion
Average daily intermodal lifts at the Chambersburg, Pennsylvania terminal	Average daily intermodal lifts at the Chambersburg, Pennsylvania terminal measures rail freight productivity as a result of the double-stack clearance projects between Northwest Ohio and Chambersburg, Pennsylvania. We expect increases in the daily intermodal lifts as a result of the TIGER investment for completion of the Phase 1 projects.	Quarterly	<p><u>Pre-Project (Before) Report</u></p> <p>One year before the project</p> <p><u>Performance (After) Reports</u></p> <p>Quarterly for three years after the project completion</p>

SECTION 3. EXECUTION OF ADDENDUM

There are four (4) identical counterparts of this Addendum in typewritten hard copy; each counterpart is to be fully signed in writing by the parties and each counterpart is deemed to be an original having identical legal effect. When signed and dated by the authorized official of the Government, this instrument will constitute an amendment to the Grant Agreement. Except as modified, changed, and supplemented by this Addendum, all terms of the original Grant Agreement shall continue in full force and effect. Upon full execution of this Addendum by the

Grantee, the effective date will be the date the Government executes this Addendum as set forth below.

EXECUTION BY THE GOVERNMENT

Executed this 14th day of June, 2011.

M. J. [Signature]

Signature of Government's Authorized Representative

Division Engineer, EFLHD, FHWA

Title

EXECUTION BY THE PROJECT SPONSOR

Executed this 17th day of June, 2011.

Ohio Rail Development Commission

Project Sponsor

[Signature]

Signature of Project Sponsor's Authorized Representative

Matthew R. Dietrich, Executive Director

Title