Northern Ohio Rail Alliance

Aggregating station improvements into a single corridor to create a foundation for growth

2014
Northern Ohio Rail Alliance

- Created April 11, 2014.
- NORA = TMACOG + ECRPC + NOACA (or Toledo, Sandusky & Elyria/Cleveland).
- USDOT recognizes multi-jurisdictional initiatives to pursue megaregion projects.
- Chi-Pitts megaregion: 7th largest economy in world; 2nd biggest in USA.
Ohio's four busiest train stations

- Toledo, Cleveland, Sandusky, Elyria
- Each has 28 passenger trains arriving/departing each week
- Ridership is growing faster at these stations than others in/near Ohio
## Amtrak ridership growth

<table>
<thead>
<tr>
<th>STATION</th>
<th>2008</th>
<th>2013</th>
<th>5-YEAR CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elyria</td>
<td>3,426</td>
<td>6,548</td>
<td>+91%</td>
</tr>
<tr>
<td>Sandusky</td>
<td>5,832</td>
<td>9,591</td>
<td>+64%</td>
</tr>
<tr>
<td>Cleveland</td>
<td>36,977</td>
<td>50,940</td>
<td>+38%</td>
</tr>
<tr>
<td>Toledo</td>
<td>50,490</td>
<td>68,986</td>
<td>+37%</td>
</tr>
</tbody>
</table>

*Source: Amtrak*
Part of a national trend

- Amtrak ridership increased 50% since 2000
- Amtrak would be nation's fourth-largest airline in passengers
- Cost of driving up 71% since 2000 (IRS)
- Miles driven per capita down 8.6% since 2005 (FHWA)
Part of a national trend

- 2000: 10 airlines → 90% of US traffic; 2014: 4 airlines → 85% = higher fares
- 3,000 daily US flights cut 2007-2012 (USDOT OIG)
- Of that, 24% were flights <250 miles, 16% 250-499 miles (USDOT OIG)
- Enplanements (2000 vs 2012) at CAK +107%, BUF +22%, YNG +17%, CMH -9%, DTW -9%, FWA -22%, ROC -26%, ERI -28%, SBN -29%, CLE -31%, PIT -59%, CVG -70%, TOL -71% (FAA)
Purpose and Need

- Four Amtrak trains each night pause at Ohio's four busiest stations
- The four trains carried 630,000 riders in 2013 (Amtrak)
- “Capitol Limited” CHI-WDC & “Lake Shore Limited” CHI-NYC/BOS
- Lake Shore is Amtrak's fourth-busiest single round-trip train
- Trains are frequently sold out, HEP limits of locos can’t add more cars
Amtrak’s *Lake Shore Limited* service (Chicago-Toledo-Cleveland-Buffalo-Syracuse-New York City/Boston) has one eastbound train and one westbound train daily. These two trains average 1,100 riders total each day.

**TWO** east/westbound *Lake Shore* service trains carry 1,100 people each and every day.

**FOUR** jumbo jets (333-seat Airbus A340-600, 82% of seats occupied) carry 1,100 people.

**TEN** regional jets (146-seat, two-class Boeing 737-700, 75% occupied) carry 1,100 people.

**18** intercity buses (81-seat, double-deck Megabus, 75% occupied) carry 1,100 people.
Purpose and Need

- Rail corridor through 4 Ohio cities owned/operated by Norfolk Southern.
- NS operates 60-90 freight trains per day = 20,000 truckload equivalents.
- NS is requiring that new or relocated Amtrak stations be designed to process passengers from more than one track.
- Today, only Toledo's station can do this but only at-grade walkways.
- Cleveland, Elyria and Sandusky process from one track.
- This requires Amtrak trains to “slalom” between tracks and rail traffic.
Existing Conditions

TOLEDO

CLEVELAND

ELYRIA

SANDUSKY
Existing Conditions

Chicago-New York City Amtrak station passenger processing capabilities

- Can process passengers from more than one track without people crossing tracks at grade.
- Can process passengers from more than one track only by people crossing tracks at grade.
- Cannot process passengers from more than one track -- solid area shows which side of mainline where lone platform is located.
- Funds available to provide station that can process passengers from more than one track.
Existing Conditions

Crossing over between tracks complicates rail traffic flows

- Every time a train has to cross over between main tracks to serve a station, both main tracks are occupied.
- Opposing rail traffic must stop & wait.
- AAO: design of each station may add extra 5 mins (80 mins total CLE-TOL).
- Likely affects NS's frequent freight traffic in a similar manner.
Existing Conditions

Another issue for Northern Ohio stations? Lack of shared station facilities among transportation modes....

• 100 years ago, cities/RRs built Union Stations to unite RR services.
• Same need exists today for bus, rail services.
• Improves passenger connectivity, comfort, convenience.
• Typically boosts ridership, revenue for carriers.
• Creates economies of agglomeration, reduces costs.
• Creates economic clusters that boost “traffic counts” to leverage new commercial activity for cities.
Existing Conditions

✓ Elyria = 11,500 intercity boardings/year
(6,500 Amtrak, 5,000 Greyhound)
> Bar Harbor, ME Airport

NOTE: Bus ridership estimated.
Existing Conditions

✓ Sandusky = 197,500 intercity/regional boardings/year
   (180,000 Jet Express, 10,000 Amtrak, 7,500 Greyhound)
>
Montgomery, AL Airport

NOTE: Bus ridership estimated.
Existing Conditions

✓ Toledo = 370,000 intercity boardings/year
   (180,000 Greyhound, 120,000 Megabus, 70,000 Amtrak)

> Key West, FL Airport

NOTE: Bus ridership estimated.
Existing Conditions

Cleveland = Intercity/regional transportation boardings/year:

✓ Greyhound: 250,000
✓ Megabus: 180,000
✓ Amtrak: 50,000
✓ AND transit to “collar counties”....
  – Laketran Cleveland Commuter buses: 185,000
  – Akron Metro RTA North Coast Express: 105,000
  – SARTA (Canton) Cleveland Express: 10,000 (est.)
  – PARTA (Kent) Cleveland Express: 5,000 (est.)
  – AOS Airport-Oberlin Shuttle: 5,000 (est.)
Existing Conditions

That's 480,000 intercity boardings/year scattered in downtown Cleveland, plus another 310,000 regional transit riders to NE Ohio cities up to 60 miles away.

In other words, there are as many travelers boarding medium- & long-distance buses/trains in downtown Cleveland as boarding planes at Akron-Canton Airport.
St. Louis Gateway Station
- Amtrak trains
- Amtrak Thruway buses
- Greyhound buses
- MetroLink light rail
- MetroBus (18 routes)
- Madison County Transit (6 routes)

Milwaukee Intermodal Station
- Amtrak trains
- Greyhound buses
- Megabus buses
- Jefferson Lines buses
- Indian Trails buses
- Lamers Connect buses
- Milwaukee County Transit #57 bus
Ohio Station Concepts

**TOLEDO MLK Plaza Station**

- Amtrak trains
- Amtrak Thruway buses
- TARTA (2 routes into station, 4 more nearby)
- Greyhound at Express Building?
- Megabus at curbside (no waiting room privileges)?
Ohio Station Concepts

SANDUSKY NYC Station
✓ Amtrak trains
✓ STS-SPARC bus station
✓ Greyhound at vacant Express Building?
✓ Shuttle bus to FRMC & ferry terminal?
Ohio Station Concepts

ELYRIA Lorain County Transportation Center
✓ Lorain County Transit #51 bus route
✓ Greyhound
✓ Amtrak trains?
✓ AOS to Oberlin and Cleveland Airport?
Ohio Station Concepts

CLEVELAND Lakefront Multimodal Station
✓ Parking Deck
✓ Walkways
✓ Bike station
✓ Tour bus parking bays
✓ Akron Metro RTA buses?
✓ Amtrak trains?
✓ GCRTA light-rail trains?
✓ GCRTA buses/trolleys?
✓ Greyhound buses?
✓ Laketran buses?
✓ Megabus buses?
✓ PARTA buses?
✓ SARTA buses?
Cleveland station project improves port access
Station-area development

✓ Every $1 invested in rail/transit generates $3 in economic benefits (USDOC).
✓ TOD = higher net fiscal benefits for local govts than road-oriented spinoff development (USPIRG).
✓ TOD creates more walkable, sociable, vibrant, less polluting environments (T4A).
TIGER VI

✓ In the 2-year (FY13-14) MAP-21 federal transportation authorization, TIGER authorized only in FY2013 (at $474m).

✓ Fortunately in Congress' bipartisan budget deal OK'd by Conference Committee Jan. 15, TIGER VI appropriated at 20% more than FY2013 amount, or $600 million.

✓ Of 50 TIGER V awards ($9.5m avg) in Sept. 2013, 13 rail (passenger/freight/both) awards totaled $121.3m ($9.3m avg).

✓ Cities may pursue station projects individually, but TIGER was created for multi-modal, multi-jurisdictional projects.
Iowa may return $53 million in FRA funding

✓ FRA awarded $87m to Iowa DOT in 2010 for new Chicago-Quad Cities rail service to be extended 60 miles to Iowa City.

✓ Funding has not been obligated due to lack of action by Iowa and to rising costs ($90m rising to $125m).

✓ And $34m of FRA $$ reprogrammed to help fund Chicago-Quad Cities, raising Iowa's $$ contribution to $72m.

✓ The $53m may be made available by FRA again, but kept in Midwest?
When will we know?

✓ “If Iowa doesn't move forward in the next legislative session, the $53 million in federal funds set aside for construction in Iowa may be lost.” (SOURCE: Waterloo-Cedar Falls Courier, Dec. 23, 2013)

✓ By law, Iowa's legislative session is 100 days, ended April 22, 2014. (SOURCE: https://www.legis.iowa.gov/DOCS/Schedules/SessionTimetable.pdf)

✓ Iowa did not budget any matching funds to retain the federal rail grant.
Planning & process

• Project planning, including environmental documentation, must be completed prior to application for federal funds.

• Projects may be submitted separately to USDOT for TIGER VI $$ by project sponsors.

• For FRA HSIPR $$, a joint (or aggregated) application for “Corridor Project” program $$ will likely be needed.

• Eligible applicants for FRA HSIPR $$: Amtrak, states, compacts of states or state-chartered agencies.
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