

**“FIX-IT FIRST”
Potential Near-Term
Public-Private Investments
in Ohio’s Rail
Transportation Network**

Prepared by



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RAILBANKING

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SUMMARY COST TABLE

<u>STATIONS</u>	<u>PROBABLE COST (in millions)</u>
Ashtabula.\$10 to \$15.0
Bryan.\$1.5 to \$ 3
Cleveland.\$1.5 to \$ 3
Elyria\$2.5 to \$ 3
Ravenna.\$6.5 to \$ 9
Sandusky\$3 to \$ 5
Toledo\$2 to \$ 3
Youngstown (phase 1)\$1 to \$ 2
Youngstown (phase 2)\$10 to \$15
 TOTAL\$37 to \$58

<u>RAILBANKING</u>	<u>PROBABLE COST (in millions)</u>
Camp Chase Industrial RR (Columbus - London)	\$25
Cleveland East 26th Street Yard.	\$3
Columbus proposed Neil Avenue/Arena Station site	\$2
W&LE Right-of-Way Greenwich - New London	\$6
Springfield - Fairborn ex-Erie RR ROW.	\$12
Warren-Youngstown-New Castle ex-Erie, LE&E and P&LE RRs.	\$20
 TOTAL	 \$68

NOTE: These are probable costs as they do not reflect engineering.

EXECUTIVE SUMMARY

This paper provides greater detail to the Ohio Department of Transportation’s 21st Century Priorities Task Force report in describing a rail component to the “Fix-It First” approach to transportation infrastructure. All Aboard Ohio asks Gov. Ted Strickland and the leadership of the Ohio General Assembly to provide funding necessary to apply that policy to rail infrastructure.

There are specific capital investments which can be made in the near term to address inadequate station facilities, eliminate rail traffic bottlenecks, increase the on-time performance of existing trains from more fluid traffic movement, nurture local economic development, plus support “rail-banking” (rail corridor preservation). These capital investments would also enable service expansions on corridors identified by ongoing systems planning for the Ohio Hub.

In a separate report, potential near-term expansions of passenger rail routes are suggested by All Aboard Ohio. These are intended to complement and connect with planned passenger rail service in the Cleveland – Columbus – Dayton – Cincinnati (3-C) Corridor.

However, in All Aboard Ohio’s opinion, the near-term station investments proposed in this “Fix-It First” report are needed to address current operating problems. It is an added benefit they would also permit future expansion of train services like those envisioned for the Ohio Hub System by the Ohio Rail Development Commission (ORDC).

Of equal importance, each station targeted for improvement and expansion should be accompanied by the identification, establishment and empowerment of Station-Area Redevelopment (STAR) Zones where local, state and possibly federal redevelopment incentives could be focused. This would empower a meaningful public-private partnership to revitalize areas around historic stations, most of which are located in the geographic center of older communities. Aging, underutilized, obsolete and even blighted structures characterize most neighborhoods surrounding these historic stations.

This is an opportunity to re-energize these neighborhoods as pedestrian-friendly communities anchored by vibrant train stations. The timing is perfect, with high gas prices and a need for economic stimulus. The total estimated investment in stations is relatively modest for a statewide program – up to \$50 million. The economic impact could be four times as great, according to recent studies commissioned by the ORDC.

Further, this report also proposes the use of state funding to acquire underutilized or vacated railroad rights of ways statewide to preserve them for future use in the Ohio Hub System. The estimated cost of this component ranges from \$51 million to \$68 million. While a half-dozen endangered rights of way are identified in this report, the state may wish to instead create and fund a rail corridor preservation fund to be utilized flexibly by the ORDC. Additional public and private funding could be leveraged by this fund.

As for the first step, All Aboard Ohio encourages the creation of an ad hoc working group under the direction of the governor to consider the near-term investments proposed

herein, include possibly other investments and to identify STAR Zones. The working group could be comprised of local, state, federal and private stakeholders. After a period of perhaps six months of research and determining the feasibility, costs, benefits and public-private partnership opportunities, a report on the near-term investments could be delivered to the governor and the Ohio General Assembly for possible recommended state budgetary actions.

BACKGROUND

Ohioans and their economy, like that of the rest of the nation, are vulnerable to remarkable changes occurring in the global oil market and an awareness of the need to protect the environment. Equally remarkable is the speed at which change is occurring.

The Federal Highway Administration (FHWA) noted that in the first four months of 2008, Americans drove 4 percent less than they did the year before – the greatest drop since the FHWA began keeping such records in 1942. Ohioans are also driving less. When we can, we are taking trains and transit more. But many others simply aren’t traveling as much because too many places – typically smaller cities – lack alternatives to driving.

Meanwhile airlines are dramatically reducing the number of flights and replacing larger aircraft with smaller, more fuel efficient planes with fewer seats. Combined, this dramatic restructuring of commercial aviation is resulting in far fewer available flights and seats for travelers serving Ohio residents and businesses. Airlines such as AirTran, Continental, Delta, JetBlue and USAirways have cut anywhere from 10 to 100 percent of their flights to Ohio airports.

In ever greater numbers, Ohioans are turning to urban, regional and intercity public transportation services to reduce their personal financial exposure to rising fuel prices. Even as fuel prices dropped toward the end of 2008, ridership on public transit remained high. Short hops on urban transit systems have risen slightly, apparently because many urban residents were already taking transit. By comparison, longer transit trips of a regional and intercity type by bus and train have skyrocketed by anywhere from 10 to 50 percent, depending on the route. For example, Amtrak carried 28.7 million riders in 2008, its sixth annual ridership record in a row. That’s more riders than any U.S. bus company and more than all but four airlines.

PROBLEM STATEMENT

Given the point-of-pain issue that rising gas prices represents, there is understandably a great amount of political pressure to provide Ohioans with relief. Since transportation consumes two-thirds of oil used in the United States, and 80 percent of transportation fuel is burned in cars, a transportation solution to high fuel prices is needed.

If Ohioans stay home, it will do great damage to the state’s economy, including the tourism, hospitality, restaurant and other sectors. Employees working in these sectors are often earning at the lower end of the income spectrum. Ohioans need to keep moving. On

that score, it should be noted that public transportation is three to eight times more energy efficient than cars, minivans and sport-utility vehicles.

Yet public transportation is not available to many Ohioans due in part to recent state cutbacks to the Ohio Department of Transportation’s Public Transportation Division budget. State funding to ODOT Public Transit was cut by from \$43 million in 2001 to just \$16 million in 2006 while fuel costs escalated. Many Ohio transit agencies cut services and increased fares just as ridership began to escalate and when Ohioans needed public transit access the most.

INTRODUCTION

Making capital investments to relieve overcrowding on existing buses and trains is typically a time-consuming process and may not result in immediate relief.

Fortunately, the State of Ohio can make some near-term investments to nurture transportation resources and catalyze local economies. All Aboard Ohio believes that a “Fix-It First” policy, like that for highways, should also apply to public investments in high-quality train station facilities and associated infrastructure. These investments have the potential to produce near-immediate benefits.

These include stimulating private investment in proposed Station-Area Redevelopment (STAR) Zones, most of which are located in older, established communities where the need for economic stimulus is greatest. Indeed, many neighborhoods within a half-mile of historic stations in Ashtabula, Elyria, Sandusky, Toledo and Youngstown are in distress. Household incomes are below countywide averages. Jobs are scarce. There are a large amount of vacant properties and underutilized, ill-maintained or obsolete structures. The historic rail stations, once revitalized and served by fuel-efficient passenger trains, represent a potent, catalytic tool magnet for private investment.

Because some of these station projects are already on the drawing board, or could soon be, public investments can begin to produce usable transportation services for Ohioans within 1-3 years. That could similarly result in economic development in STAR Zones following soon thereafter.

These public investments are also preferred by All Aboard Ohio because they would fulfill long-term plans, namely for the Ohio Hub System. Since 2002, the Ohio Rail Development Commission (ORDC) has been engaged in planning for the Ohio Hub System, a 1,244-mile interstate passenger and freight rail network with 46 passenger stations serving 22 million people in five states and southern Ontario, Canada.

In March of 2008, Gov. Ted Strickland wrote to Amtrak President Alex Kummant and requested that the passenger railroad prepare an implementation plan for several daily trains in the Cleveland – Columbus – Dayton – Cincinnati (3-C) Corridor. The state will pay Amtrak up to \$500,000 to conduct the plan and which should be completed in 2009. That plan would fulfill an early stage of the Ohio Hub System’s development. Several

property acquisitions, or railbanking, proposed in this report were identified as needed by Ohio Hub System studies for train stations and rights of way for 3-C Corridor service.

Similarly, across northern Ohio where Amtrak service already exists, All Aboard Ohio proposes that eight train stations be targeted for immediate improvement. Amtrak trains in this part of the state use rail corridors that have at least two main tracks. Both tracks are also heavily used by freight trains. However, in almost all cases, each Amtrak station in Northern Ohio has just one passenger platform for boarding/alighting from trains. And while one station has its passenger platform on the north side of the two-tracked mainline, the next station may have its platform on the south side of the mainline. Thus Amtrak passenger trains must switch back and forth between main tracks, inhibiting the flow of rail traffic, reducing mainline capacity and causing delays to passenger and freight trains.

This situation can be remedied by adding second platforms to some stations, while at other station the two tracks could be spread and a single platform inserted between them. Either way, to ensure safety and address freight railroad liability concerns, passenger access to these platforms must be via overhead walkways or pedestrian underpasses. These access points must also be fully accessible for disabled patrons, requiring elevators, ramps, high-level platforms or wheelchair lifts.

What’s more, in conjunction with these station investments, Station Area Redevelopment (STAR) Zones should be identified by a partnership of state and local authorities. These may choose to focus incentives to businesses locating within these zones, such as priority for business loans granted by the Ohio Department of Development, local abatement, renewable energy assistance and grants for sustainable land use planning activities.

These station expansions and improvements could also be an inducement to Amtrak to increase service on this northern route (see addendum “Optimizing Amtrak’s Chicago-East Coast services” to this report). But added train services are not the primary rationale at this time for these station improvements. The primary rationale is to address existing rail traffic congestion. Finally, these investments can be conducted while the 3-C Corridor planning and implementation work is occurring.

The end result is that, between the 3-C Corridor and the station investments across Northern Ohio, 70 percent of Ohioans would be within 10 miles of an Amtrak train station and 90 percent would be within 20 miles of an Amtrak station.

Railbanking preserves the opportunity to expand capacity of the rail system for passenger and freight rail services. Many railroad rights of way across Ohio were abandoned when the rail network was losing traffic. The resurgence of the rail freight industry since the 1980s and the passenger rail industry in more recent years has caused renewed interest in returning abandoned railroad rights of way to their original purpose.

Unfortunately, many rights of way are likely lost forever; homes, businesses and roads were built on these former paths of commerce. One example is the Dayton-Indianapolis

segment of the former Pennsylvania Railroad mainline to St. Louis, once used by dozens of daily 80-mph passenger trains.

Ohio cannot afford to lose any more of these high-quality rights of way which can be used for the high-speed rail routes of tomorrow. Preservation, or railbanking, of railroad rights of way by the state, namely the Ohio Rail Development Commission (ORDC), needs to start as soon as possible.

However, the Governor and Ohio General Assembly need to provide the ORDC with much more than its current annual budget of \$3 million per year to effectively carry out station redevelopment, railbanking and other programs.

Note: No conversations with property owners or other stakeholders were initiated prior to the issuance of this report. Further, no engineering was conducted. Data for this report was based on research of rail operations, properties and assets affected by the suggested investments herein. This report should not constitute any endorsements other than that of the All Aboard Ohio Board of Directors.

STATIONS

Ashtabula, Ohio

Project description: Restoration of the 1901-built Lake Shore & Michigan Southern (later New York Central) railroad station on West 32nd Street, immediately north of the city’s historical town center. Surrounding neighborhood contains a significant amount of vacant land, underutilized buildings and modest, older homes.

Needs assessment: Vacant station building requires property acquisition, major renovation work, site improvements and tenants. Two platforms with overhead walkway, stairs, elevators and north-side passenger shelter are needed to round out the passenger facility needs.

Train operations would be greatly enhanced, as would the provision of a fully accessible north-side platform, by the construction of a 10,000-foot-long passing siding. This would increase the rail corridor’s capacity to handle additional passenger and freight train traffic. Since this track would be constructed where one of the four main tracks was formerly aligned, there are sufficient right of way, grading and bridge structures to accommodate it. However, it is not known if utilities/fiber optic cables need to be relocated or reinforced to build this track.

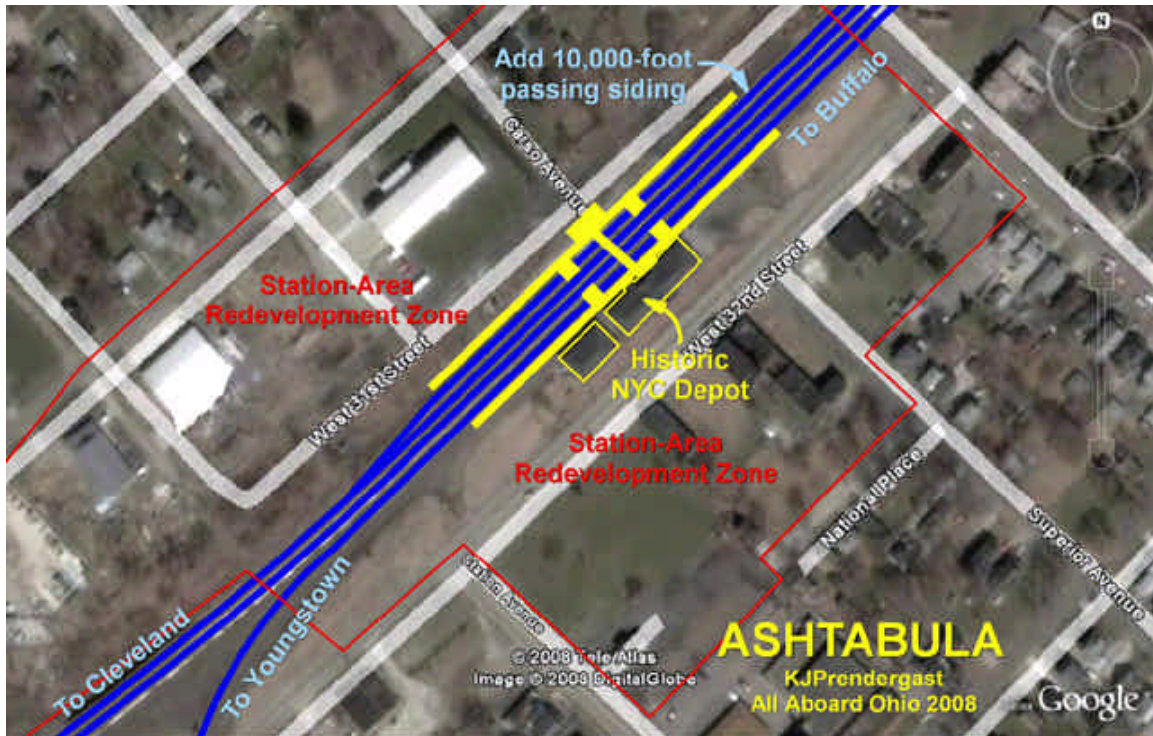
Amtrak route: *Lake Shore Limited*; daily eastbound and westbound trains #48 and #49; Chicago – New York City via 17 intermediate stations including South Bend, Bryan, Toledo, Sandusky, Elyria, Cleveland, Buffalo, Rochester, Syracuse and Albany.

Potential local interest: High, city officials have express interest in gaining station stop.

Planning work: No station planning/design has begun

Placeholder cost: Station estimated at \$3 million to \$5 million
Passing siding estimated at \$7 million to \$10 million

Station-specific graphics appear on the page following the station project overview.



Ashtabula's historic Lake Shore Michigan Southern depot circa 1910:



A relevant example of building new, but period-style pedestrian overpasses at historic stations is Old Saybrook, Conn. The station was built in 1873, but renovated and expanded with this overpass in the last decade. The station is on a 150-mph segment of Amtrak’s Northeast Corridor linking Washington DC – New York City – Boston.



Bryan, Ohio

Project description: Restoration of the 19th century Lake Shore & Michigan Southern (later New York Central) railroad station on North Main Street (US Route 127), just north of the city’s downtown. Surrounding area has some of vacant land, underutilized buildings and older homes.

Needs assessment: Partially used station building requires additional renovations, site improvements and tenants. The existing Amtrak station (a climate protected shelter) is immediate north of the historic depot and has just one station platform on a very busy freight railroad. The presence of industrial access tracks between the depot and the two mainline tracks used by passenger trains, plus the lack of space for widening the rail right of way in a cost effective manner presents challenges for offering two platform-adjacent tracks.

Thus, the northernmost main track is proposed to be shifted northward by 1½ track spaces at its widest point and a platform inserted between the two main tracks. A ramp would rise up between the two main tracks from the sidewalk of the adjacent US Route 127 underpass. Safety barriers, additional lighting and signage would be added for passengers’ convenience and security.

Amtrak route: *Lake Shore Limited*; daily trains #48/49; Chicago – New York City. *Capitol Limited*; Daily west/eastbound trains #29/30; Chicago – Washington DC via 14 intermediate stations including South Bend, Toledo, Sandusky, Elyria, Cleveland, Pittsburgh and Harpers Ferry.

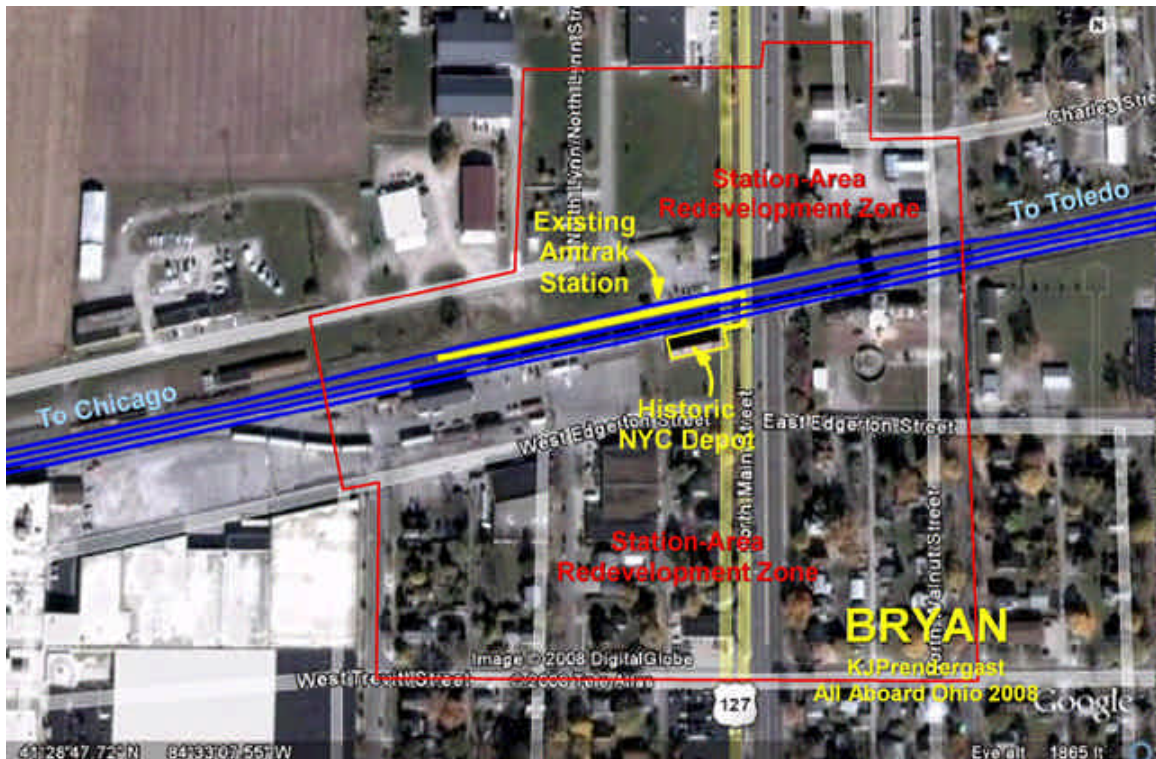
Potential local interest: High. City officials desire renovation of historic NYC Depot.

Planning work: Some renovations have been undertaken but none were designed to incorporate passenger facilities for Amtrak travelers.

Placeholder cost: Estimated at \$1.5 million to \$3 million.

Existing Bryan, Ohio Amtrak station shelter:



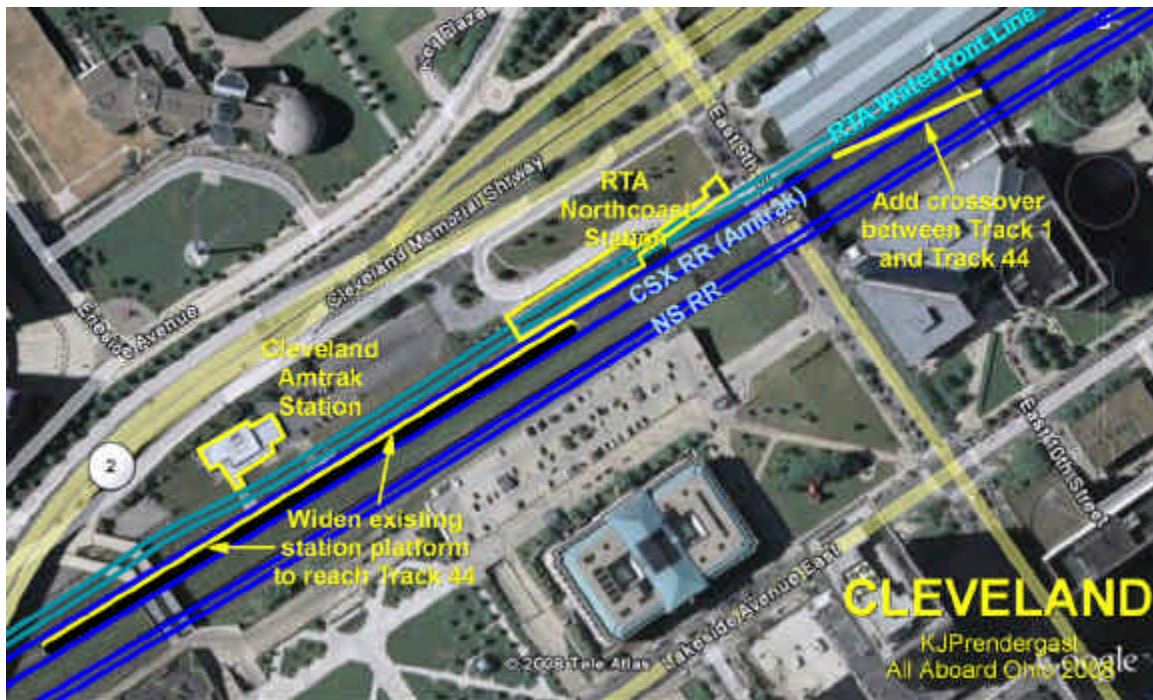


Bryan’s Historic NYC Depot, located across the tracks from the Amtrak shelter:

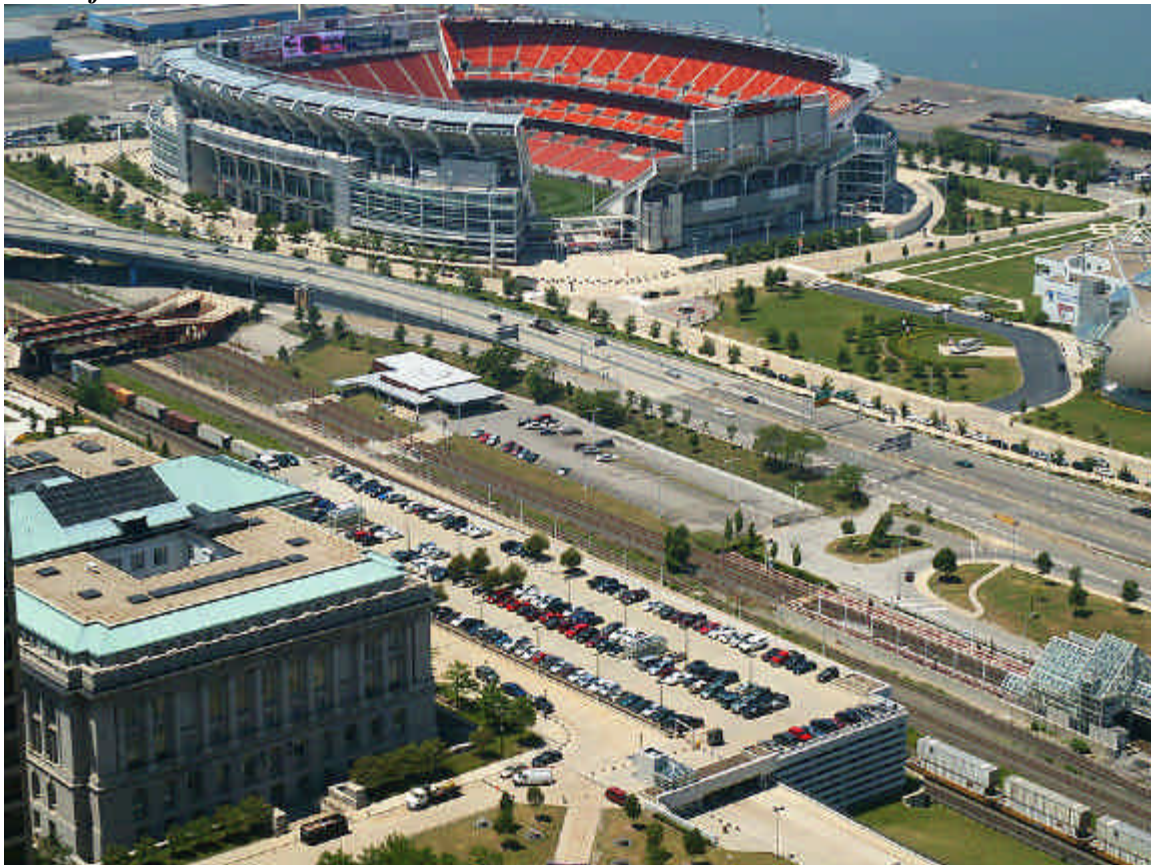


Cleveland, Ohio

- Project description: Cosmetic and modest structural improvements to the Lakefront Amtrak Station, parking and grounds; replace pedestrian crossings of Track 44, widen existing trackside platform to Track 44, provide standby 480v power and heated water lines, build crossover track between Track 44 and mainline Track 1.
- Needs assessment: The lakefront station facility turned 30 years old in 2008 and some aspects of the station are showing its age. The station is also a single-track facility which prevents more than one train from serving the station at a time. Delays occur to existing nighttime Amtrak trains when they converge on the station at the same time, and service expansion to Cleveland isn’t possible without Track 44 being upgraded as a layover/servicing track.
- Amtrak route: *Lake Shore Limited*; daily trains #48/49; Chicago – New York City.
Capitol Limited; daily trains #29/30; Chicago – Washington DC
- Potential local interest: Unknown. City officials have only recently been contacted.
- Planning work: No station planning/design has begun.
- Placeholder cost: Estimated at \$1.5 million to \$3 million.

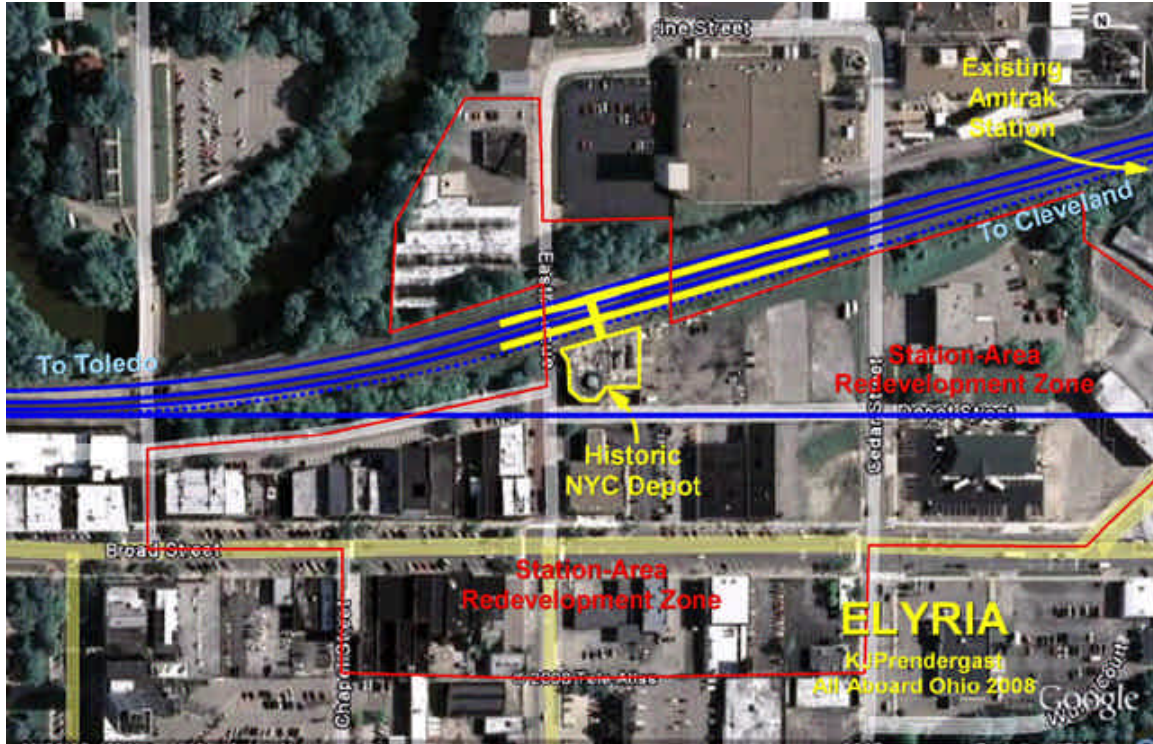


View of Cleveland Amtrak station area:



Elyria, Ohio

<u>Project description:</u>	Add planned passenger rail station facilities to the renovation of the historic New York Central Depot into the Lorain County Transportation Center. The depot is being renovated by property owner Lorain County with offices for Lorain County Transit, LCT bus transit hub and Greyhound bus station.
<u>Needs assessment:</u>	<p>To reactivate the depot as a passenger rail facility requires the restoration of a waiting area, stairs/elevator between the waiting area and track level, two trackside platforms, platform canopies, plus lighting, doors and other appurtenances.</p> <p>The current Amtrak depot is east of downtown, away from activity centers and hidden from major streets, thus representing both a security and a marketing problem. It is also a single-track station on a busy freight railroad which presents causes significant operational difficulties for Norfolk Southern and Amtrak. In fact, in the first years of the 21st Century, Amtrak’s Capitol Limited briefly suspended service to Elyria because of the rail traffic conflicts posed by its cross-over moves to reach the lone station platform. Then Rep. Sherrod Brown intervened and got the service restored but on a slightly slower train schedule.</p>
<u>Amtrak route:</u>	<i>Lake Shore Limited</i> ; daily trains #48/49; Chicago – New York City. <i>Capitol Limited</i> ; daily trains #29/30; Chicago – Washington DC
<u>Potential local interest:</u>	High. Lorain County owns the station facility and has hired contractors to begin renovating it with Lorain County Transit offices and bus station for LCT and Greyhound.
<u>Planning work:</u>	Rail station design and programming completed but may need updating.
<u>Placeholder cost:</u>	Costs for the rail passenger facilities portion of the station renovation are estimated by Lorain County at approximately \$3.3 million.

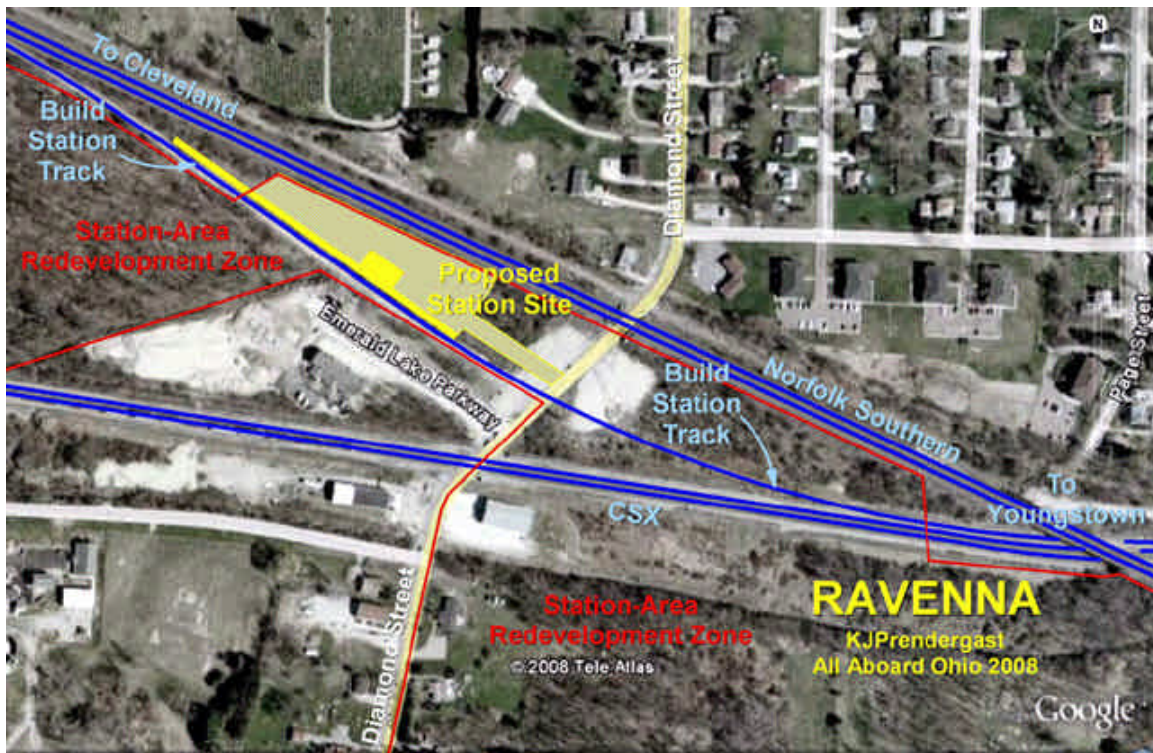


Elyria's NYC Depot, shortly after it opened in 1925:



Ravenna, Ohio

- Project description: Add passenger train station facility and restore one of the two former 4,000-foot track connections to link high-quality NS-CSX rail lines and allow restoration of direct freight and passenger rail services between Cleveland and the Mahoning Valley. The surrounding area has a large amount of vacant which was never developed, plus old and new housing. A small railroad heritage park could also be located here.
- Needs assessment: Site is an accessible location for a Portage County station that would also serve nearby Kent State University and Greater Akron via direct bus transit connections. The chances of Ravenna gaining a train station stop are increased greatly if passenger trains can stop on a track without blocking frequent freight train traffic. That track can also restore freight and passenger rail services between Cleveland and the Mahoning Valley for the first time in more than 25 years. Even if future Ohio Hub passenger rail services operate on a different route, the Ravenna Connection would serve as an important back-up route as well as an important freight link between Northeast Ohio industries.
- Amtrak route: *Capitol Limited*; daily trains #29/30; Chicago – Washington DC
- Potential local interest: Unknown. Prior advocacy efforts in the 1980s and 1990s revealed a great deal of community interest in providing a passenger train station in Ravenna.
- Planning work: None since about 1995.
- Placeholder cost: Estimated at \$6.5 million to \$9 million.



Looking west from Diamond Street; proposed station site and track is to the right:



Sandusky, Ohio

Project description: Add second trackside platform to existing Amtrak passenger rail station facilities at the historic Sandusky New York Central Depot. Assumed is an overhead walkway with stairs and two elevators. The second platform will require shifting the Sandusky Line access track a few feet south, then placing the platform between the Sandusky Line access track and the southernmost main track of Norfolk Southern’s Chicago Line. Lengthen existing platform.

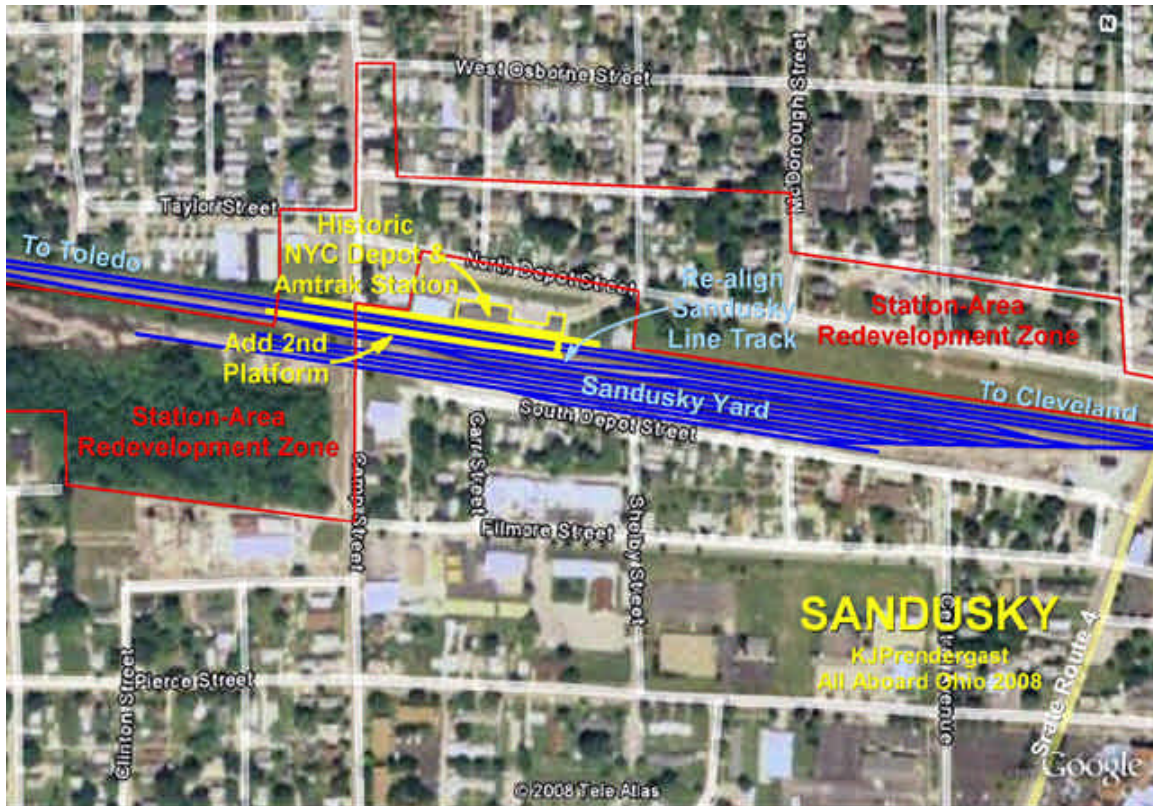
Needs assessment: A second platform eliminates the need for existing passenger trains to switch back and forth between NS’s two main tracks to reach the single, north-side platform at the Sandusky station. This will reduce conflicts with freight trains, reduce rail traffic congestion, improve on-time performance and allow for expansion of new passenger train services. Lengthening the existing station platform also reduces the need for longer passenger trains to make second or even third stops at Sandusky.

Amtrak route: *Lake Shore Limited*; daily trains #48/49; Chicago – New York City.
Capitol Limited; daily trains #29/30; Chicago – Washington DC

Potential local interest: Likely to be high. The City of Sandusky and the Sandusky Transit System took the lead in the mid-1990s in revitalizing the once-vacant station. STS owns the depot and has its base of operations there.

Planning work: No station planning/design has begun.

Placeholder cost: Estimated at between \$3 million and \$5 million.



Below, the view looks west and shows space for a second station platform which can be opened up by realigning the Sandusky Line access track on which the photographer is standing. The track would be shifted to the left (south).



Toledo, Ohio

- Project description: Modest improvements to the MLK Plaza Station, owned by the Toledo-Lucas County Port Authority. Repair/replace aging station track hardware and crossties, resurface station tracks, resurface platforms and replace pedestrian crossings of station tracks. Make other repairs and replacements as necessary.
- Needs assessment: Revitalization of the 58-year-old MLK station occurred more than 10 years ago. Modest improvements are required to ensure Ohio’s busiest Amtrak station is an attractive place for travelers. Furthermore, the second station track at the depot is out of service. Existing passenger rail services converge at the depot at the same time. Passenger trains must wait outside the station area and block the Norfolk Southern mainline at an important crew change site where freight congestion is common. Thus opportunities for future passenger rail expansion at Toledo are virtually nonexistent without cost-effective capacity enhancements such as this.
- Amtrak route: *Lake Shore Limited*; daily trains #48/49; Chicago – New York City. *Capitol Limited*; daily trains #29/30; Chicago – Washington DC. *Amtrak Thruway*; daily buses #6029/6030; Toledo – East Lansing.
- Potential local interest: Likely to be high. Community leaders actively sought the revitalization of the MLK Plaza Station and have expressed continued interest in rail service expansion.
- Planning work: No station planning/design has begun.
- Placeholder cost: Estimated at \$2 million to \$3 million.



Youngstown, Ohio

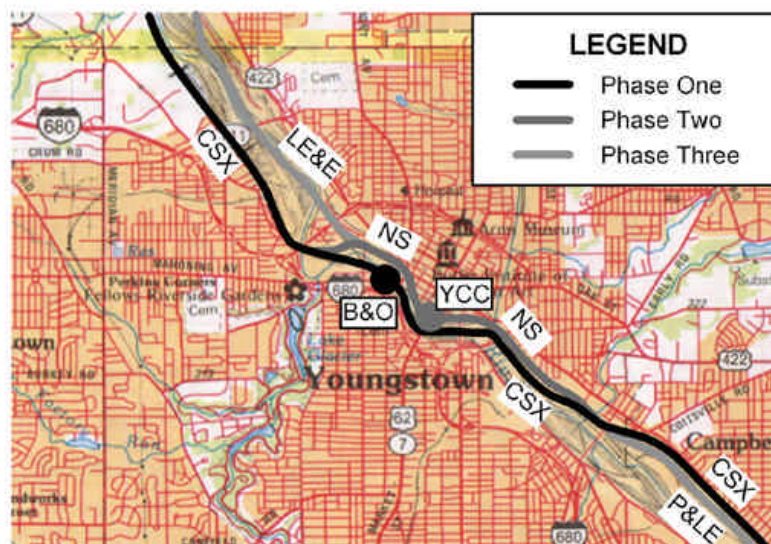
Background: There are several ways that passenger trains can be returned to Youngstown, the center of a metro area with 600,000 people. These options range from a low-cost station site on a busy freight railroad line, to offering a station on new track in a re-emerging part of downtown, to building a high-speed rail route on a mostly abandoned railroad. However, it is assumed that significant funding for passenger rail will not be available at the outset. If so, then a phased approach to investment is suggested.

Phase 1 – Assumes cosmetic improvements to and use of the B&O Station (used by Amtrak until March 2005) at the far west end of Youngstown’s downtown area. That means passenger trains would use CSX’s high-quality mainline through the Mahoning Valley. No right of way improvements are envisioned.

Phase 2 – Assumes construction of a new train station in the vicinity of the Youngstown Chevrolet Centre (YCC) located downtown. This would require using Norfolk Southern’s right of way near the downtown area and likely require construction of a new station track. To access the NS right of way would require two track connections to/from CSX – one west of downtown near the West River Highway crossing and one connection east of downtown in the vicinity of Center Street.

Phase 3 – Assumes use of abandoned Erie Railroad and Lake Erie & Eastern Railroad rights of way for high-speed trains from Ravenna through Warren and Niles to near the West River Highway crossing. Passenger trains would then use the routing provided in Phase 2 above. At Center Street, high-speed passenger trains would shift over to the abandoned Pittsburgh & Lake Erie Railroad right of way at least as far east as New Castle, PA. It is important for public agencies to act quickly to railbank, or purchase these railroad rights of way to hold them in reserve for future railroad usage.

Rail station/routing options in central Youngstown

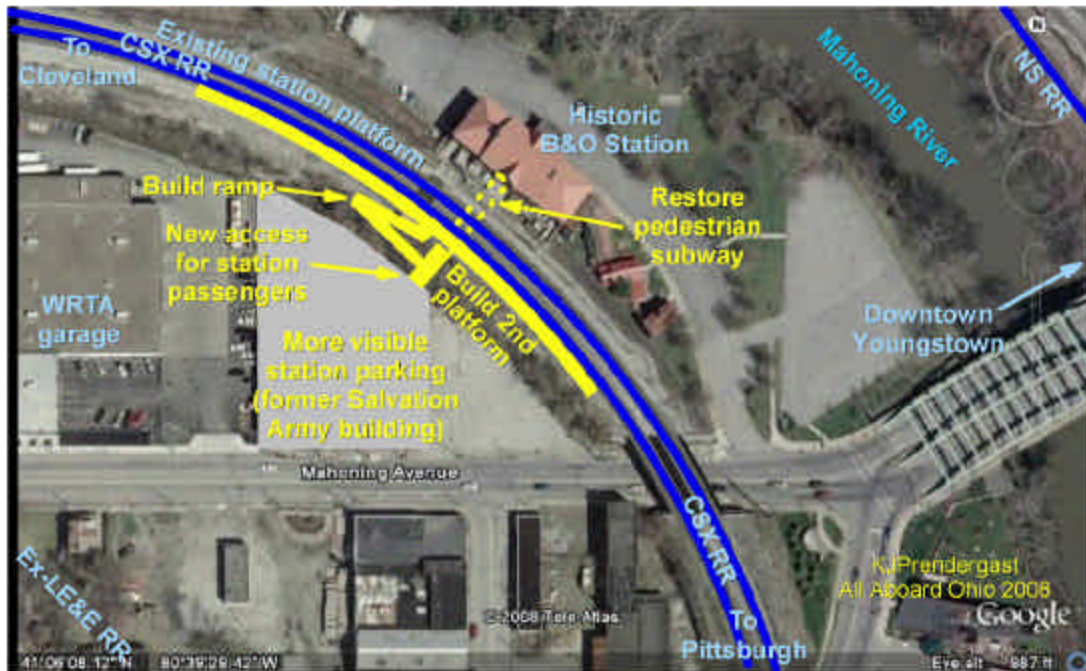


Youngstown, Ohio

PHASE 1 (B&O Station)

- Project description: Modest improvements to the Baltimore & Ohio Station are suggested. These include building a station parking area on the more visible Mahoning Avenue side of the station and restoring the pedestrian underpass beneath the station. This is possible due to the recent demolition of the Salvation Army building. The former Amtrak waiting area, elevator/stairwell and existing platform likely need cosmetic improvements and repairs. Also proposed is a second platform on the Mahoning Avenue side, along with a ramp to track level, lighting and other improvements.
- Needs assessment: The 103-year-old B&O Station hasn’t been used as a train station in more than three years. Indeed, the entire building has been vacant at various times during that period and is in need of improvements. The station was renovated in 1994 as the centerpiece of Spring Commons Park.
- Amtrak route: None. It is possible that either the *Pennsylvanian* (daily trains 43/42-44; New York City – Pittsburgh) could be extended to Cleveland via Youngstown and/or the *Capitol Limited* (daily trains #29/30; Chicago – Washington DC) could be rerouted via Youngstown.
- Potential local interest: Likely to be high. Community leaders actively sought the restoration of Amtrak passenger train to Youngstown.
- Planning work: No station planning/design has begun.
- Placeholder cost: Estimated at \$1 million to \$2 million.

Youngstown B&O Station



Youngstown's Baltimore & Ohio Station was served by Amtrak until March 2005:



Youngstown, Ohio

PHASE 2 (YCC Station)

Project description: Acquire property/easements, build two track connections to access NS track through downtown, add traffic control system to NS segment, build passenger-only track for downtown station, build downtown Amtrak train station with attractive station building, platform, parking, lighting, communications, etc.

Needs assessment: While the B&O Station is a beautiful depot, it is located beyond the west edge of downtown, far from most activity centers. A train station located next to the Youngstown Chevrolet Centre (YCC) would put the facility near renovated buildings, restaurants, offices and apartments. There is also vacant land nearby which can be developed with even more businesses and housing and make the train station a centerpiece of continued downtown revitalization.

Amtrak route: None. It is possible that either the *Pennsylvanian* (daily trains 43/42-44; New York City – Pittsburgh) could be extended to Cleveland via Youngstown and/or the *Capitol Limited* (daily trains #29/30; Chicago – Washington DC) could be rerouted via Youngstown.

Potential local interest: Likely to be high. Community leaders actively sought the restoration of Amtrak passenger train to Youngstown.

Planning work: No station planning/design has begun.

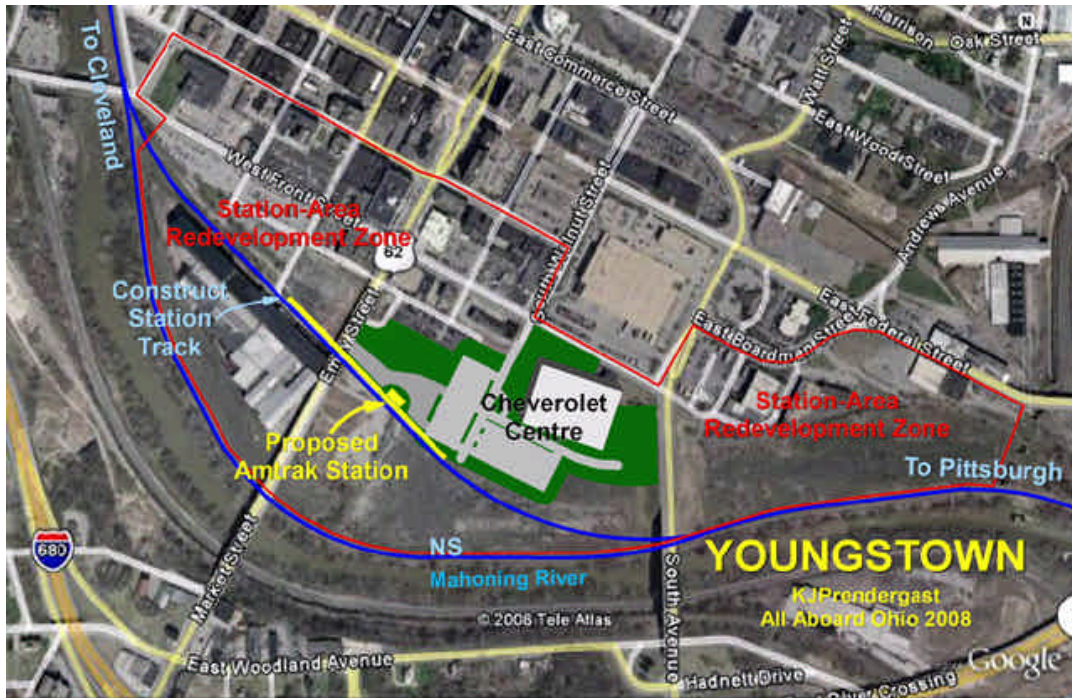
Placeholder cost: Station facility/track estimated at \$3 million to \$4.5 million.
West-side track connection estimated at \$4 million to \$6 million.
East-side track connection estimated at \$3 million to \$4.5 million.

Note: If an all-NS route Youngstown-Pittsburgh is desired, then the east-side track connection isn’t needed. However, funding for this track connection should be reprogrammed to reintroduce curve elevations (banking) to NS Youngstown Line between Youngstown and Rochester, PA so passenger trains can operate at speeds of 60-79 mph. Without curve elevations, trains will need to frequently slow to 40 mph or even less at each of the line’s numerous curves.

****See Page 34 for railbanking necessary to implement Phase 3.**

These graphics show the possible Phase 2 infrastructure investments, presented from West to East through Youngstown:

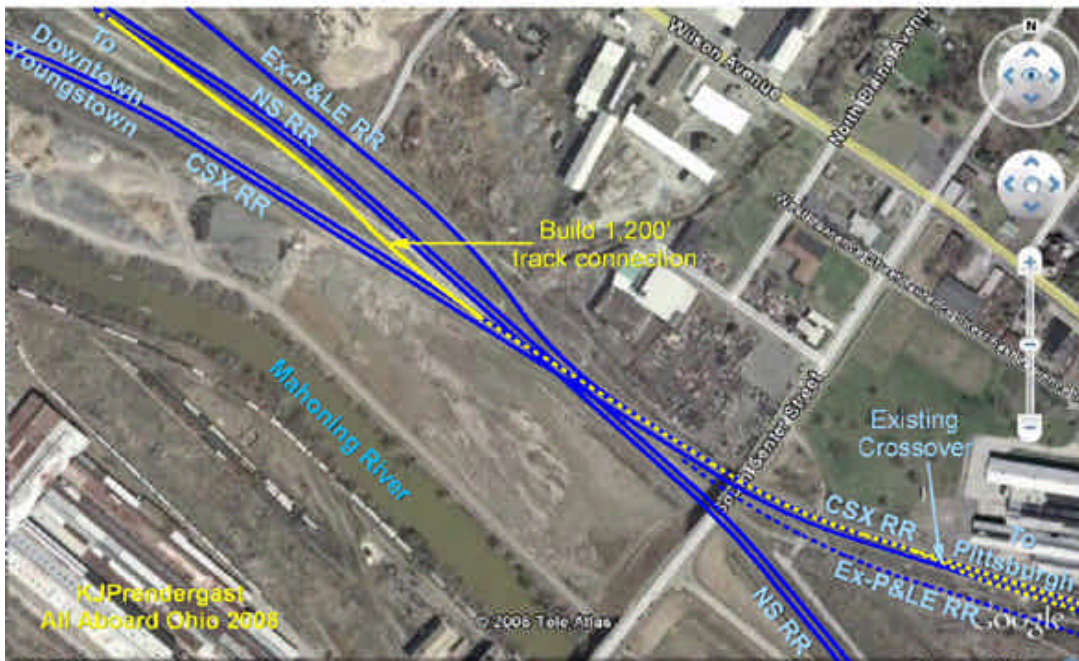
Youngstown CSX-NS West Side track connection



Looking west from the South Avenue Bridge toward the Youngstown Chevrolet Centre and a proposed downtown station site:



Youngstown NS-CSX East Side track connection



The east-side connection isn't needed if an all-NS routing Youngstown-Pittsburgh is desired. But investments to add curve banking to NS should be considered instead.

RAILBANKING

Camp Chase Industrial RR (Columbus – London)

Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire 8 miles of abandoned Camp Chase Industrial Railroad (former New York Central RR) and possibly the mostly active, remaining 17 miles of right of way. The abandoned portion is being used for an all-purpose path which would likely need to be preserved after railroad restoration.

Needs assessment: This right of way is important for passenger rail development as it would provide a fast, congestion-free route for 3-C Corridor (Cleveland – Columbus – Dayton – Cincinnati) passenger trains that will not conflict with freight trains entering, exiting or switching rail cars at Buckeye Yard.

Ohio Hub route: Right of way was identified for Cleveland – Columbus – Dayton – Cincinnati (3-C) Corridor in Ohio Hub planning process.

Placeholder cost: Estimated at \$8 million for the abandoned portion and \$25 million for the entire Camp Chase Industrial RR.

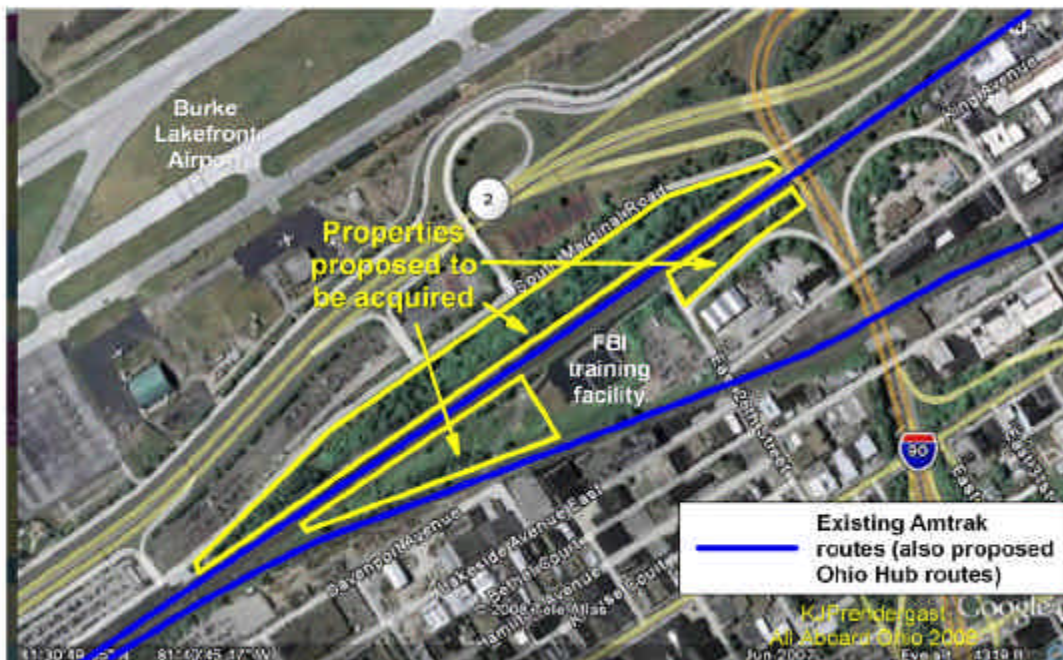
Railbanking: Camp Chase Industrial RR



Cleveland East 26th Street Yard

- Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire approximately 20 acres of the abandoned New York Central RR East 26th Street Yard for future use as a train equipment (locomotives and rail passenger cars) layover yard and servicing/maintenance facility. Amtrak, CSX, NS and other private interests own the affected properties.
- Needs assessment: The Ohio Hub plan identified this site as the best location for the Ohio Hub system’s passenger train equipment layover yard and servicing/maintenance facility. No other site is so well suited and sited. A variety of non-railroad uses which would preclude its future use for the Ohio Hub have been considered, making this site’s preservation for future railroad use time-sensitive.
- Ohio Hub route: All of the initial four Ohio Hub routes would converge here and make extensive use of this site as identified by the Ohio Hub plan.
- Placeholder cost: Estimated at about \$3 million (based on market value of surrounding properties).

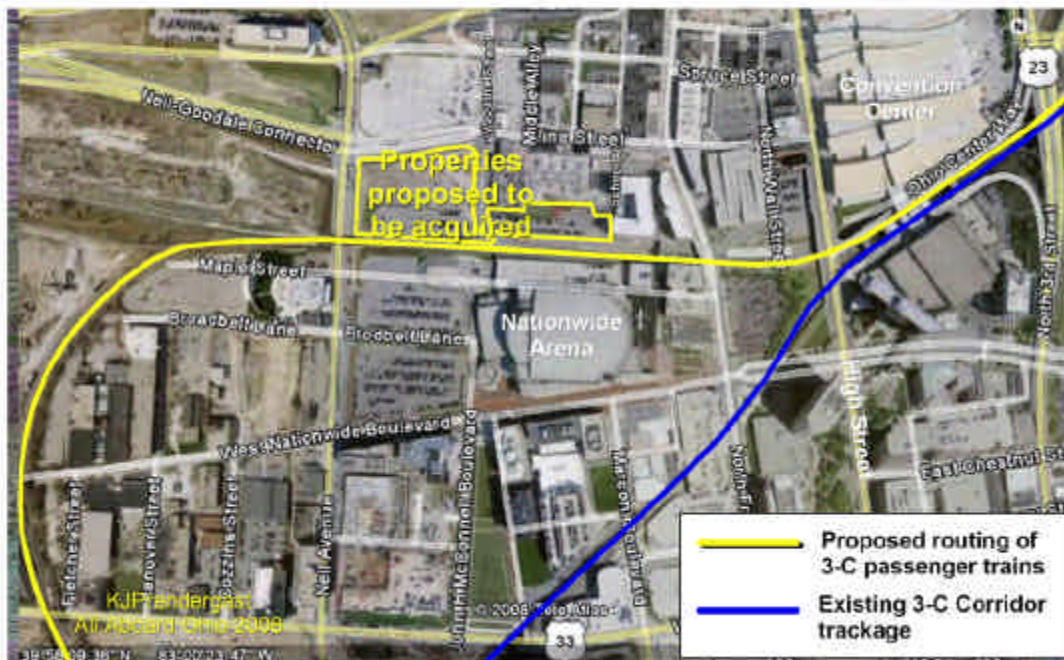
Railbanking: Cleveland's East 26th Street Yard



Columbus proposed Neil Avenue/Arena Station site

- Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire approximately 4.25 acres of the surface parking lot/vacant land bounded by Neil Avenue, Vine Street, Kilbourne Street, Ohio Center Way and Norfolk Southern’s railroad right of way.
- Needs assessment: The Ohio Hub plan identified this site as a superior location for a downtown Columbus passenger rail station (passenger building and parking). No other location downtown offers enough space for such as facility without relocating tracks or streets, demolishing buildings or other expensive changes. This site has been considered by real estate developers for housing or other building projects that could preclude a train station here. That makes this site’s preservation for future railroad use time-sensitive.
- Ohio Hub route: Three Ohio Hub routes would converge here and make extensive use of this site as identified by the Ohio Hub plan.
- Placeholder cost: Estimated at about \$2 million (based on market value of affected and surrounding properties).

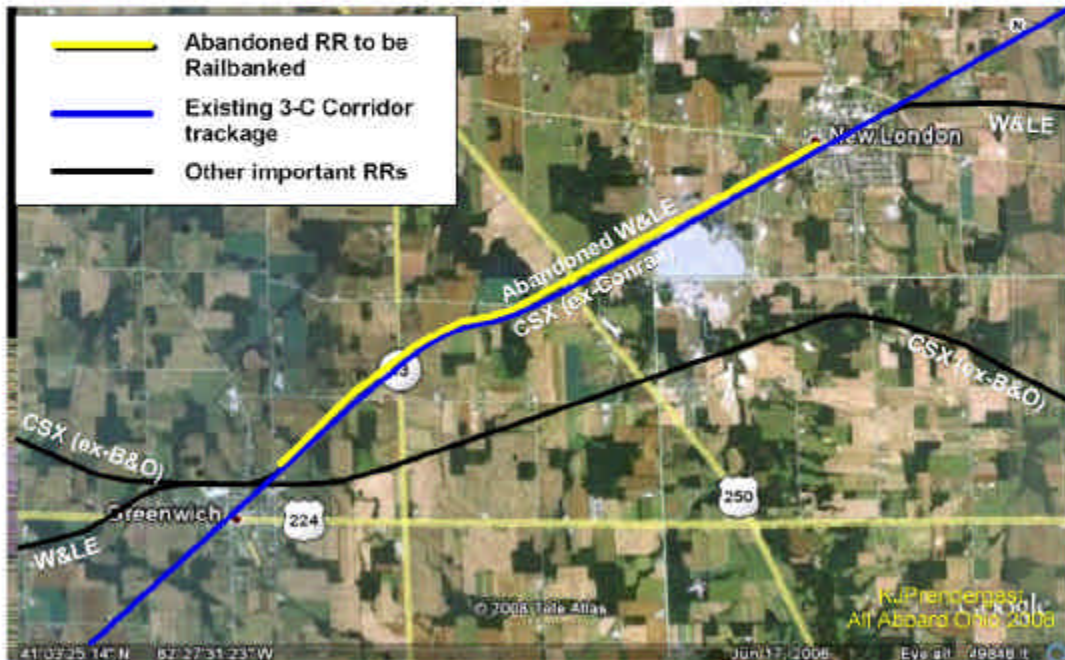
Railbanking: Columbus' Neil Avenue/Arena Station Site



W&LE Right-of-Way Greenwich – New London

- Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire approximately 6.1 miles of abandoned Wheeling & Lake Erie right of way from the southwest side of New London to the northeast side of Greenwich.
- Needs assessment: The Ohio Hub plan identified this right of way for potential use as a passenger-only track paralleling the existing CSX Indianapolis Line. The double-tracked CSX line, which sees more than 60 freight trains per day, is proposed to be used for 3-C Corridor passenger trains. However, a passenger-only track may be needed for passenger trains to avoid freight traffic on a longer, 40-mile Greenwich-Berea alignment and the W&LE right of way would contribute a low-cost path for part of that track.
- Ohio Hub route: Right of way was identified for Cleveland – Columbus – Dayton – Cincinnati (3-C) Corridor in Ohio Hub planning process.
- Placeholder cost: Estimated at about \$6 million.

Railbanking: W&LE RR from Greenwich to New London



Springfield – Fairborn ex-Erie RR right of way

Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire approximately 11.5 miles of abandoned Erie Railroad right of way from the southwest side of Springfield to the southwest side of Fairborn.

Needs assessment: The Ohio Hub plan identified this right of way for potential use as a high-speed passenger-only track paralleling the existing Norfolk Southern Cincinnati Line. The single-tracked NS line, which sees more than 30 freight trains per day, is proposed to be used for 3-C Corridor passenger trains. However, a high-speed, passenger-only track may be needed for passenger trains to avoid freight traffic on a longer, 25-mile Springfield-Dayton alignment. The Erie RR alignment would contribute a low-cost path for half of that track.

Ohio Hub route: Right of way was identified for Cleveland – Columbus – Dayton – Cincinnati (3-C) Corridor in Ohio Hub planning process.

Placeholder cost: Estimated at about \$12 million.

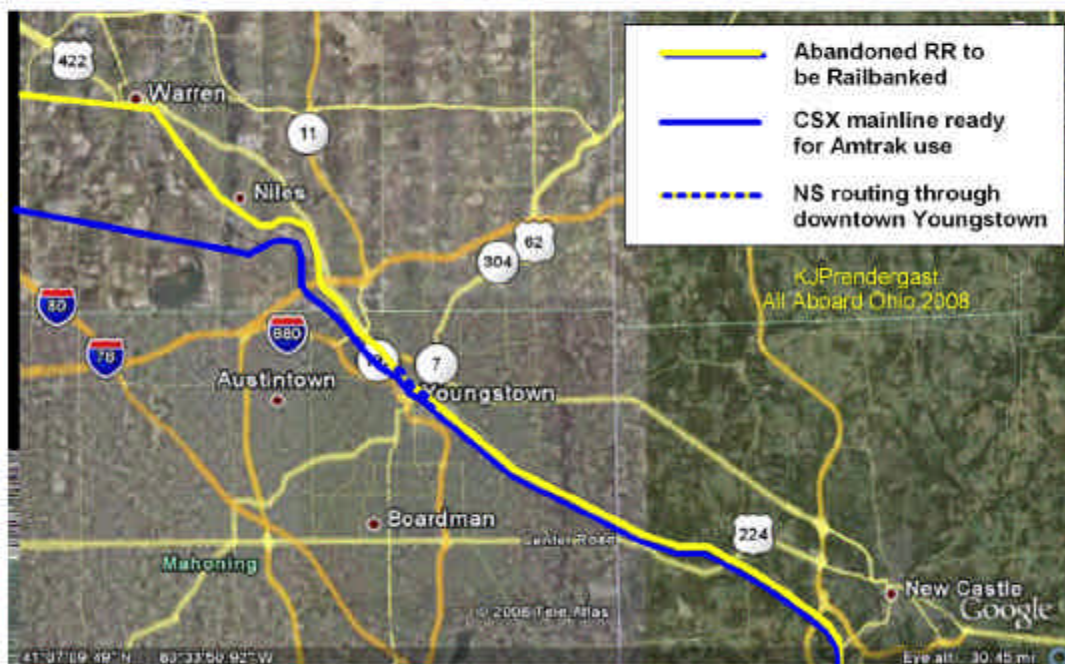
Railbanking: Fairborn-Springfield ex-Erie RR



Warren-Youngstown-New Castle ex-Erie, LE&E and P&LE RRs

- Project description: With available funding, the State of Ohio (ie: Ohio Rail Development Commission) could acquire approximately 20 miles of abandoned Erie, Lake Erie & Eastern, and Pittsburgh & Lake Erie rights of way from the west side of Warren to the Ohio state line. Another 11 miles of abandoned P&LE right of way in Pennsylvania would also need to be preserved.
- Needs assessment: The Ohio Hub plan identified this right of way for use as a high-speed, passenger-only track paralleling the CSX and Norfolk Southern freight railroads. CSX and NS have a combined 50 freight trains per day that converge at the at-grade Center Street Junction east of Youngstown. Together with underutilized rights of way in Ohio and Pennsylvania, the abandoned Erie, LE&E and P&LE alignments could offer 100 miles of high-speed railway.
- Ohio Hub route: Right of way was identified for Cleveland – Youngstown – Pittsburgh Corridor in Ohio Hub planning process.
- Placeholder cost: Estimated at about \$20 million.

Railbanking: Warren-Youngstown-New Castle ex-Erie, LE&E and P&LE RRs



NEXT STEPS

All Aboard Ohio encourages the creation of an ad hoc working group under the direction of the governor to consider the near-term investments proposed herein and include possibly other investments. The working group could be comprised of representatives of the Ohio Rail Development Commission, Ohio Department of Transportation, Ohio Department of Development, state and federal legislators, affected Metropolitan Planning Organizations, local economic development organizations and municipalities or other local governments.

After a period of perhaps six months of conducting research, documenting its findings and determining the feasibility, costs, benefits and public-private partnership opportunities, a report about the near-term investments could be delivered to the governor for possible recommended state budgetary actions.

It is hoped by All Aboard Ohio that, at the conclusion of the six months, funding could be secured for some or all of the near-term investments suggested in this report. We recognize that there are great demands on public funding resources. But we also recognize that systemic growth in transportation traffic has been limited to rail travel and public transportation for more than the past year. As long as gas prices remain high, it is reasonable to expect that the transportation sector's growth will continue to be limited to these energy efficient modes.

For that reason, All Aboard Ohio asks that the proposed near-term investments proposed in this report be the target of the ad hoc working group and, once refined, be given budgetary priority for public funding as soon as possible.

*All Aboard Ohio
KJP – October 2008*