Ohio’s Passenger Rail Plan

Investing in Ohio’s Economic Future

Northwest Ohio Passenger Rail Association • June 11, 2010
Creating a Vision for Ohio’s Future

ODOT listened to the Task Force’s “Transportation Conversation”

Moving Ohio into a Prosperous New World
Ohio’s 3C “Quick Start” Passenger Rail Service will connect Cleveland, Columbus, Springfield, Dayton and Cincinnati with daily passenger train service for the first time in 40 years

**Initial Route Length:**
Approximately 250 miles

**Proposed Stops:**
8 station locations including

**Train Speed:**
Up to 79 miles per hour
Why the 3C Corridor?

- **It’s the Law**
  
  **Ohio Revised Code 4981.04:** “the system’s initial route will connect Cleveland, Columbus, and Cincinnati and any points in between those cities determined by the authority.”

- **It’s the Market**
  
  **Governor’s Task Force on HSR, 1984:** “While there are many corridors in Ohio that are suitable for high speed rail, the 3C corridor has the greatest ridership potential”

  **Ohio Hub Study, 2007:** “In all network options, the 3C Corridor has the highest projected load factors on the largest trains with the greatest revenue potential.”
For the 3C project, largest investment of federal funds will be in track improvements along corridor which will also benefit Ohio’s freight rail partners and improve Northwest Ohio’s position as a logistics and distribution leader.
Ohio drivers will find increased safety at improved grade crossings.

2004-2009: more than 550 crashes at locations where roadways and train tracks intersect.

2008: 13 people were killed and more than 30 were injured in highway-railroad collisions in Ohio.
As gas prices rise, desire for travel choice increases. Independent ridership analysis by AECOM, well-regarded experts with 25 years experience in predicting train ridership, estimates 478,000 passengers in the first year of service making the 3C the 12th most-used corridor in the nation.
Ohio is overdue to take historic step forward

No state gas tax dollars go into passenger rail

Ohio’s 3C Passenger Rail Plan can be delivered for $400 million

- ODOT believes project can be completed within $400 million budget
- Federal Railroad Administration believed $400 million is what Ohio needed
- Early estimates based on plans of previous administrations, Amtrak’s draft engineering estimate (30% contingency)
- FRA selected Ohio’s application because Ohio could provide service within a short time frame to the largest un-served corridor in the nation without state matching funds

If Ohio doesn’t invest the $400 million to create jobs in Ohio, another state will take the money to create jobs and development in their cities for their citizens
Rail Investment means JOBS:
- 255 immediate construction jobs
- 8,000 indirect and spin-off jobs
  Based on well-studied U.S. Dept. of Commerce data

Growing Ohio’s Rail Supply-chain:
- At least 225 Ohio businesses currently supply or contract with railroad industry
- With more than 26,000 employees currently, these companies stand to benefit from both the state and national reinvestment in rail
NEW ERA OF U.S. OWNED/BASED RAIL MANUFACTURING

Unique opportunity to create immediate jobs, spur economic development, and resurrect bygone American industry

OPPORTUNITY FOR OHIO AND THE NATION:
skills for auto/aviation/rail and other related transportation manufacturing and suppliers are ready to respond

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Passenger rail has a proven track record for promoting economic development potential at and around fixed station locations.

Data shows land values around station locations increase by as much as 30%.

National developers are already exploring potential near Dayton, Sharonville and Riverside station locations.

Proposed mixed use development at station stop in Riverside near Wright Patterson AFB.
Workforce Development

“Next Gen” Study on Workforce Retention 2006-2007

Relocating professionals want assurance they can replicate if not advance current lifestyle

Young professionals want easy, green, attractive access to what they want and need to do

Trains, buses and bikes  Walkability
Energy efficient solutions  Vibrant downtowns

Live First, Work Second

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Workforce Development

Keeping our Best and Brightest

Ohio’s 3C: 220,000 college students within 10 miles of proposed stations

The Ohio State University - nation’s largest single campus - is only two miles from proposed Columbus stop

“Ohio’s plan for passenger rail will provide a critical physical link to enhance the development of the emerging knowledge economy,”

Dr. E. Gordon Gee, OSU President
Schedule to meet Passenger Demand

Ideal for Columbus business travelers:
- Short connections between cities
- Depart in time to arrive home around dinner
- Traveling professionals can make safe, valuable and productive use of travel time

Ideal for more family time for vacationers:
- Don’t sell our cities short by suggesting no one would spend more than a couple hours or a day

Ideal for Ohio’s seniors:
- Ohio ranks 7th in adults age 65-plus

Ideal for Ohioans who need mobility:
- Substantial percentage of Ohioans who do not or cannot own/operate/maintain a car (8% statewide)

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Amtrak is experiencing record ridership increases:

**Ohio:** 10% ridership increases in Toledo and Cleveland

**National:** Amtrak on pace to break record, up 4.3% so far this year
Moving Forward

April 19 Controlling Board Release of initial $25 million

Work will include:
- final environmental study including public involvement
- preliminary engineering (track, grade separation, stations)
- modeling
- negotiations with freights and work by freight staff
- assistance on determining operator
- assistance in determining specifications for rail cars

FRA: No payback if Ohio decides not to move forward
Looking to the Future

Growing the Market with the Ohio Hub Plan

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Looking to the Future

Additional study and public involvement along these corridors of the future is set to begin

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NOW is the Time to Move Forward

Modes of transportation don’t simply move people and goods… they move economies

Transportation has always been the way to create opportunity and economic development… to sustain mobility and connect our communities… and to provide a better quality of life for all

The historic investments being made in Ohio’s transportation system today will well-position our state and Central Ohio’s business community to not only come back as the world-wide recession ends, but to be better and stronger than ever
Questions?
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