

# 4 train stations, 1 busy rail corridor

**Aggregating station improvements into a single project to create a foundation for growth**

February 27, 2014

# Summary of Presentation



- ✓ Local/national trends
- ✓ Purpose & need
- ✓ Existing conditions
- ✓ Ohio station concepts
- ✓ Benefits of investment
- ✓ Funding opportunities
- ✓ To aggregate or not
- ✓ Potential timelines

# 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

AMTRAK STATION	2008 RIDERSHIP	2013 RIDERSHIP	5-YEAR CHANGE
Elyria	3,426	6,548	+91%
Sandusky	5,832	9,591	+64%
Cleveland	36,977	50,940	+38%
Toledo	50,490	68,986	+37%

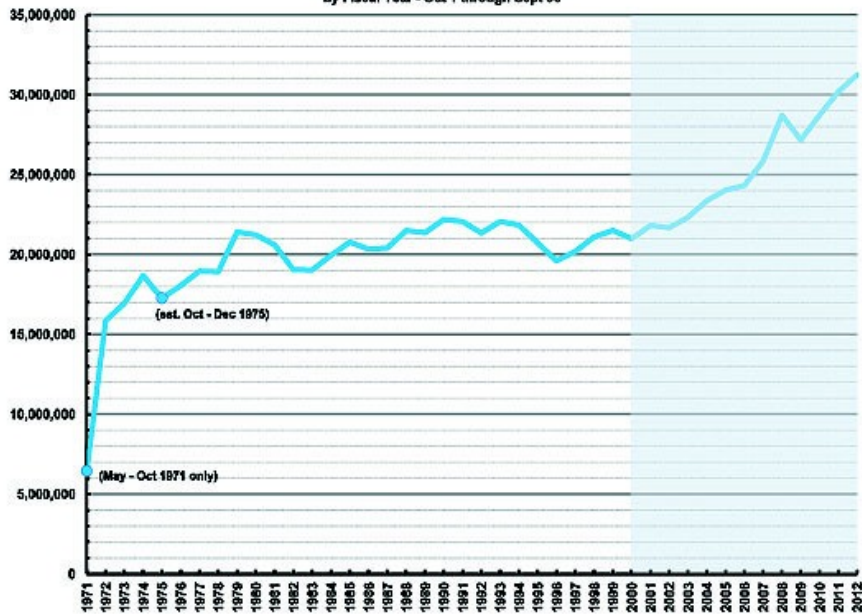
*Source: Amtrak*



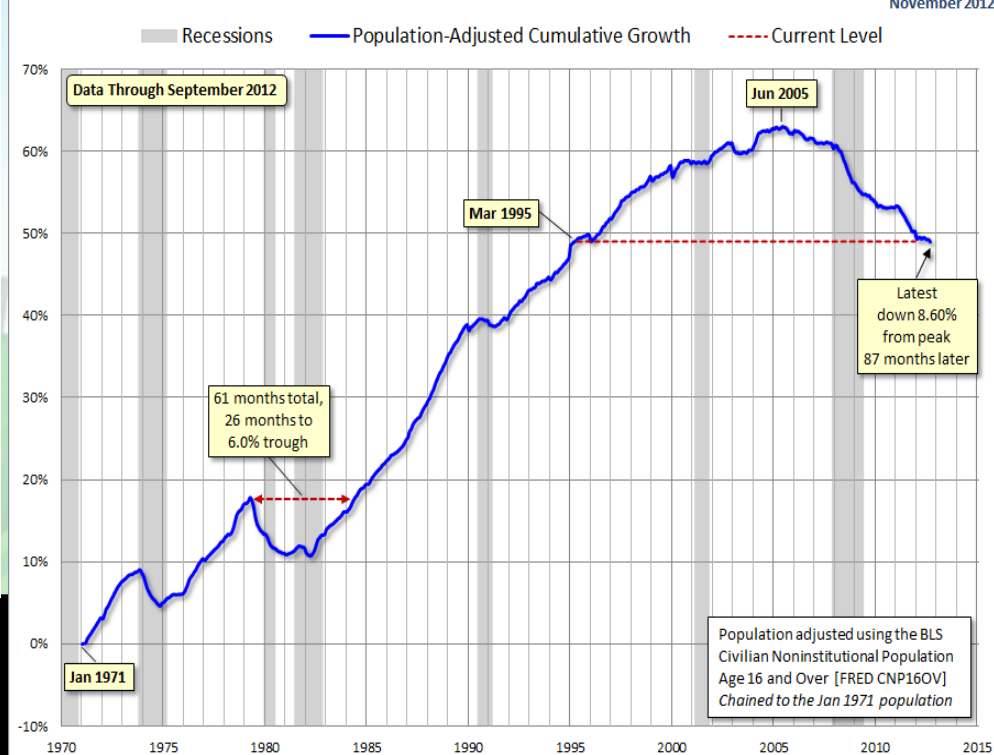
# Part of a national trend

- 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)

**Amtrak Annual Ridership**  
by Fiscal Year - Oct 1 through Sept 30



**Estimated Vehicle Miles Driven on All Roads**



# 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





# Purpose and Need

**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.**





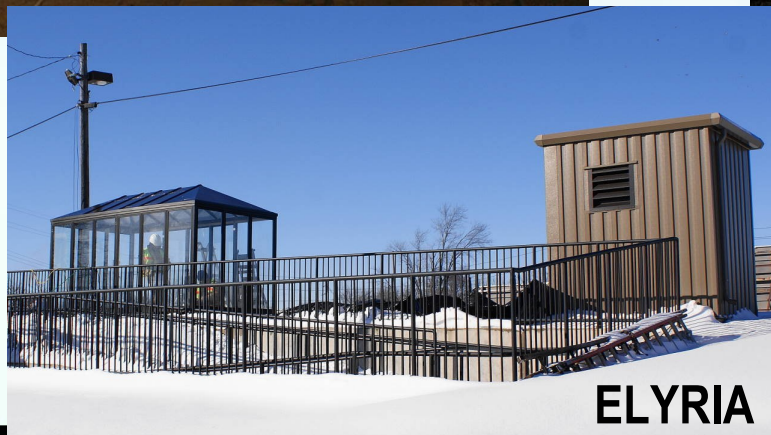
# Purpose and Need

- Rail corridor through 4 Ohio cities owned/operated by Norfolk Southern
- NS operates 60-90 freight trains per day
- 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





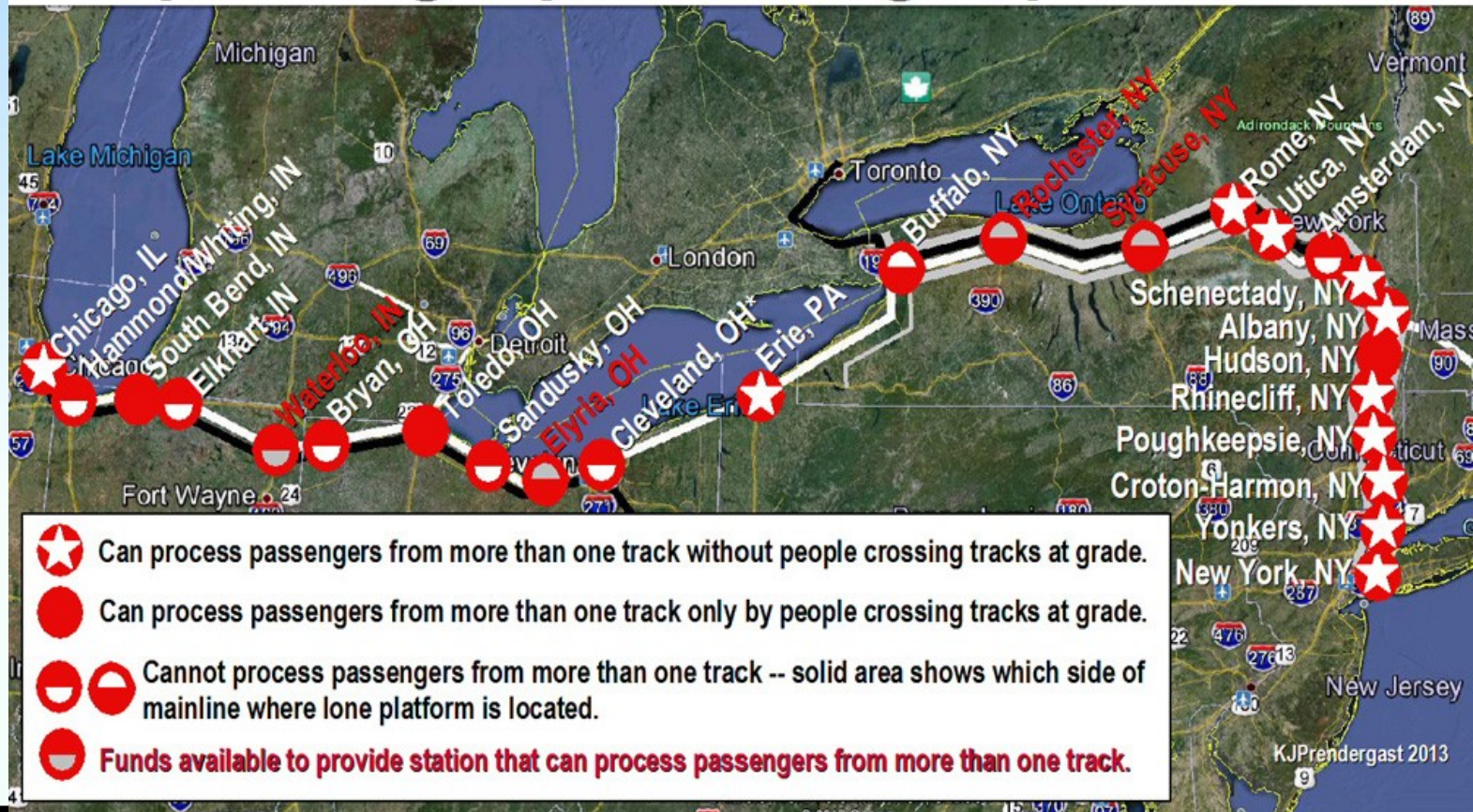
# Existing Conditions





# Existing Conditions

## Chicago-New York City Amtrak station passenger processing capabilities



# 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

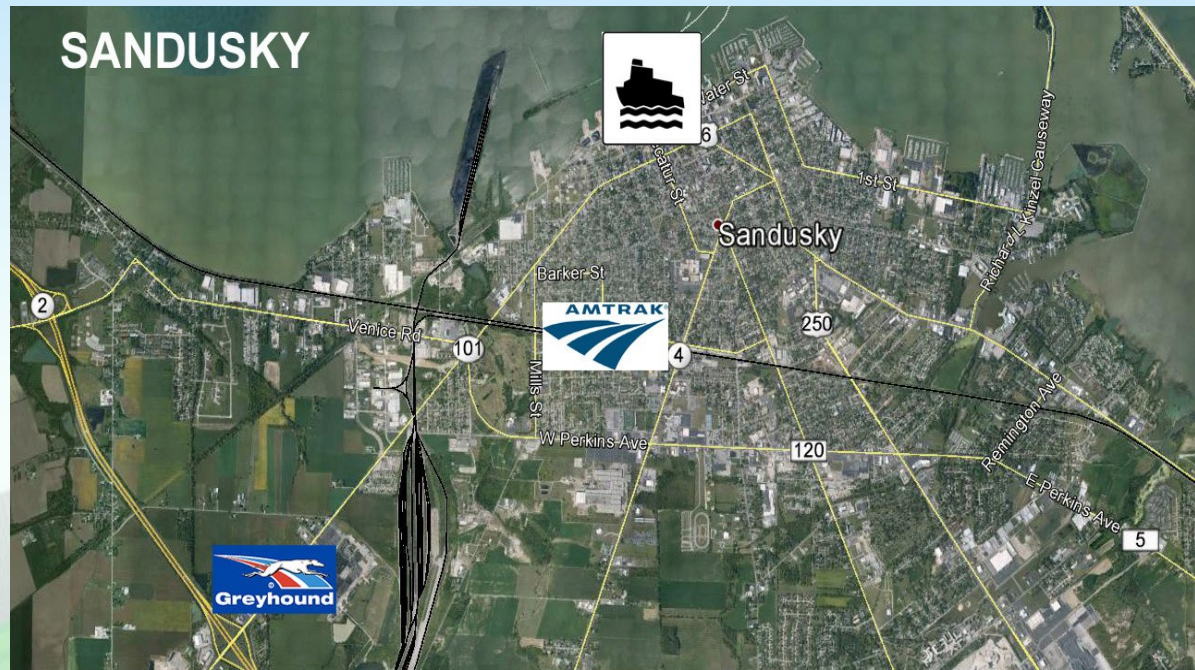


**NOTE: Bus ridership estimated.**



# Existing Conditions

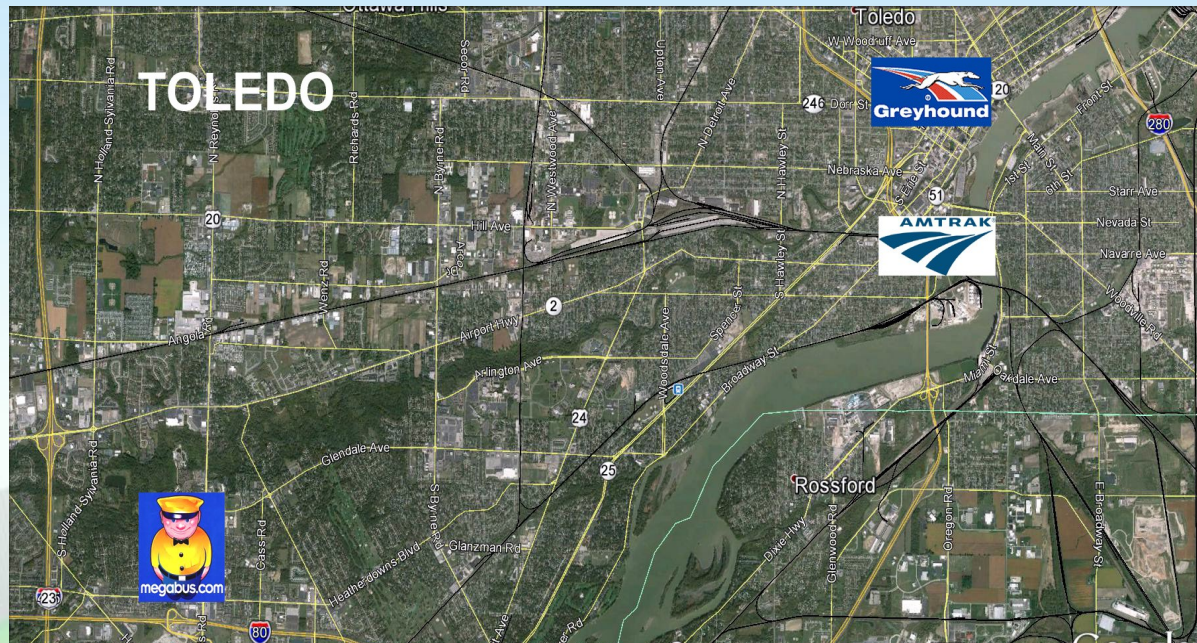
- ✓ **Sandusky** = 197,500 intercity/regional boardings/year  
(180,000 Jet Express, 10,000 Amtrak, 7,500 Greyhound)
- Montgomery, AL Airport



**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

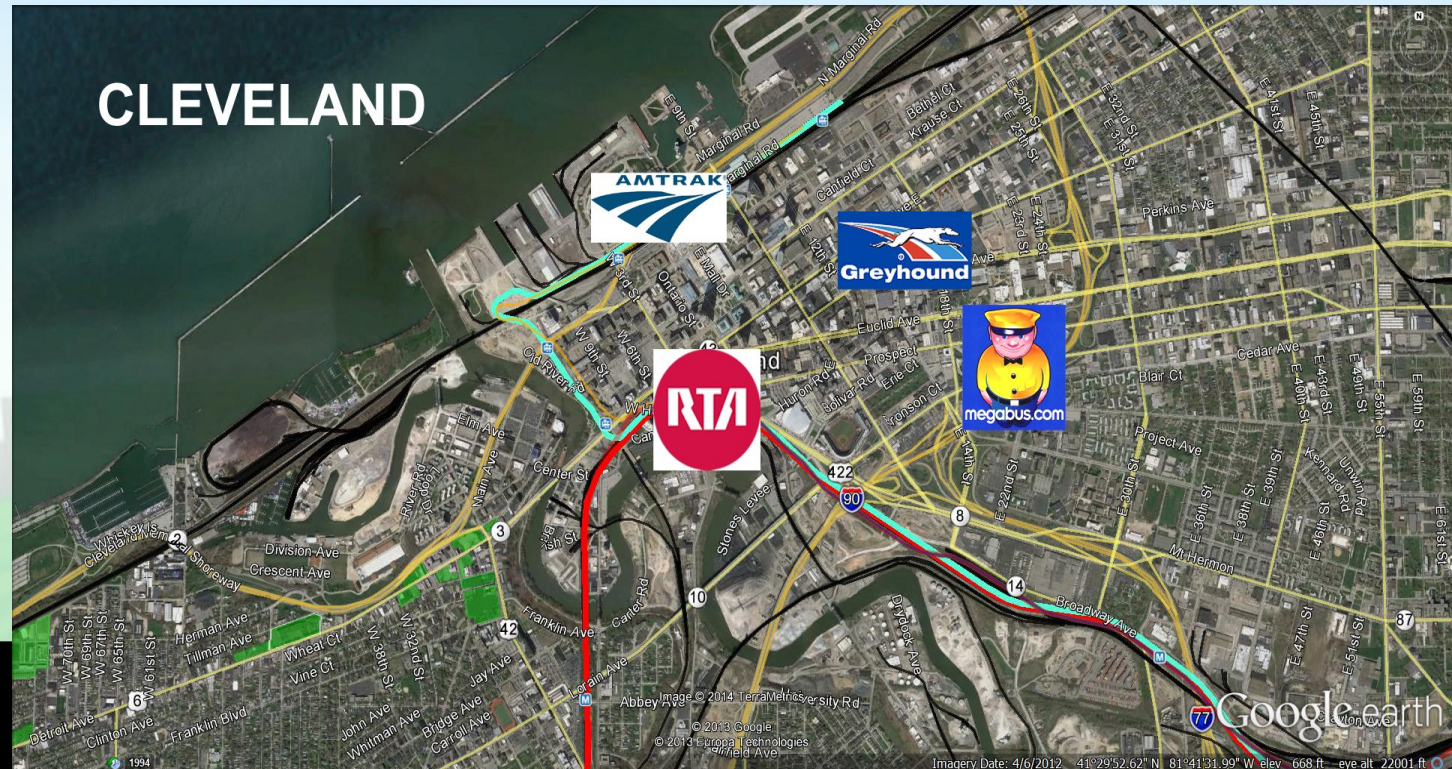
**Cleveland** = Intercity/regional transportation boardings/year:

- ✓ 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.







## ← Champaign-Urbana Illinois Terminal

- ✓ Amtrak trains
- ✓ Greyhound buses
- ✓ Megabus buses
- ✓ Burlington Trailways buses
- ✓ Champaign-Urbana MTD (7 bus routes)

Lafayette, IN

Riehle Plaza Transfer Center →

- ✓ Amtrak trains
- ✓ Greyhound buses
- ✓ CityBus (10 routes)

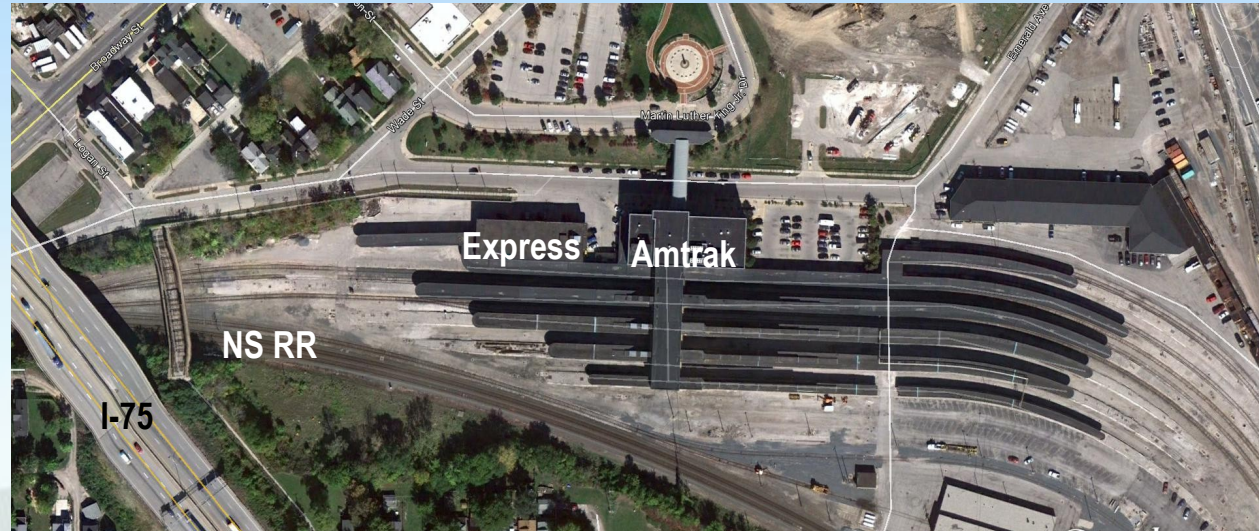




# Ohio Station Concepts

## 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?

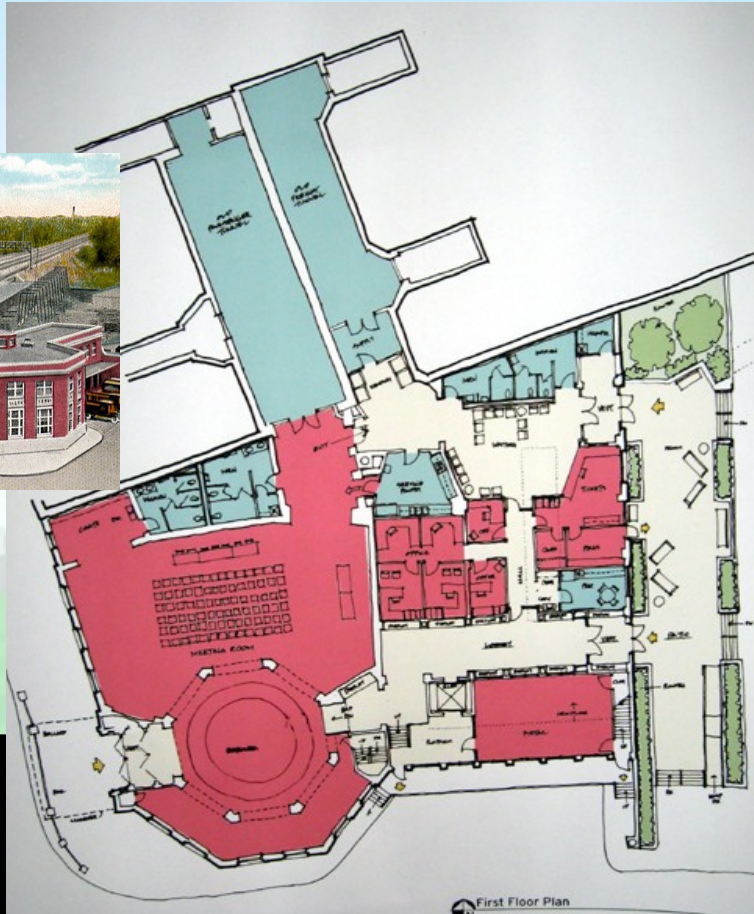




# Ohio Station Concepts

## ELYRIA Lorain County Transportation Center

- ✓ Lorain County Transit #51 bus route
- ✓ Greyhound
- ✓ Amtrak trains?
- ✓ AOS to Oberlin and Cleveland Airport?





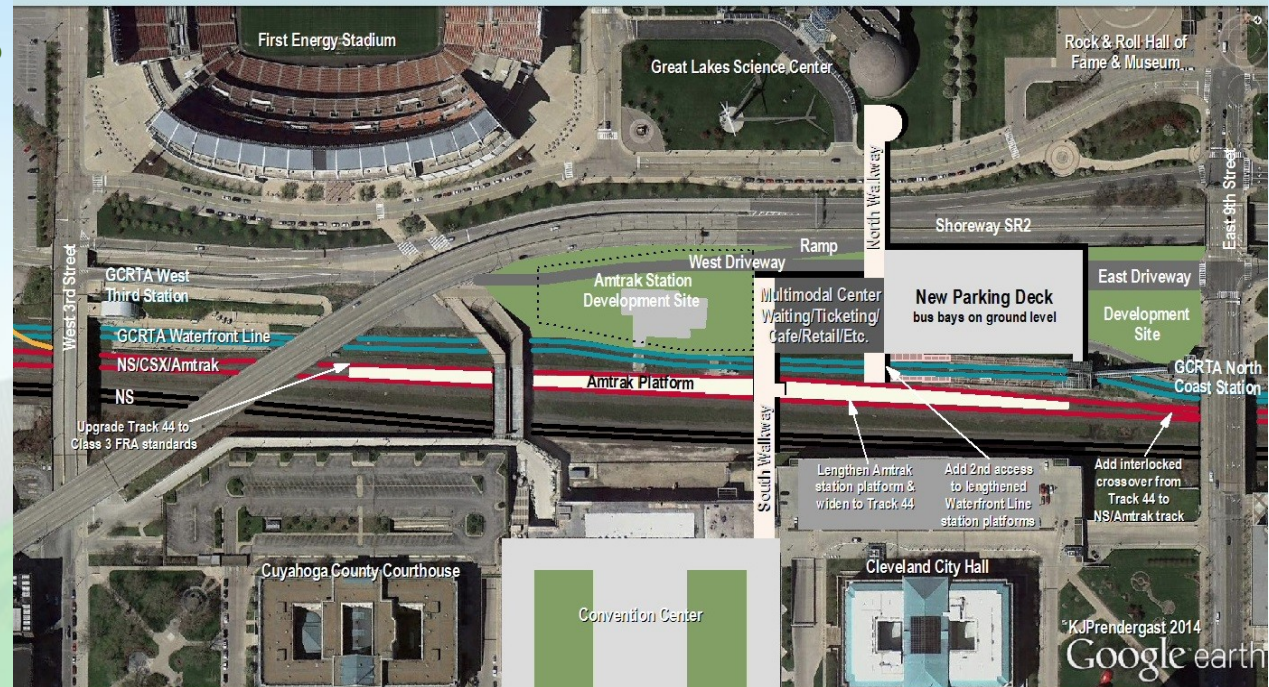
# Ohio Station Concepts

## **CLEVELAND** Lakefront Multimodal Station

- ✓ Parking Deck
- ✓ Walkways
- ✓ Bike station
- ✓ Tour bus parking bays
- ✓ Akron Metro RTA buses?
- ✓ Amtrak trains?
- ✓ GCRTA light-rail?
- ✓ GCRTA buses?
- ✓ Greyhound buses?
- ✓ Laketrans buses?
- ✓ Megabus buses?
- ✓ PARTA buses?
- ✓ SARTA buses?



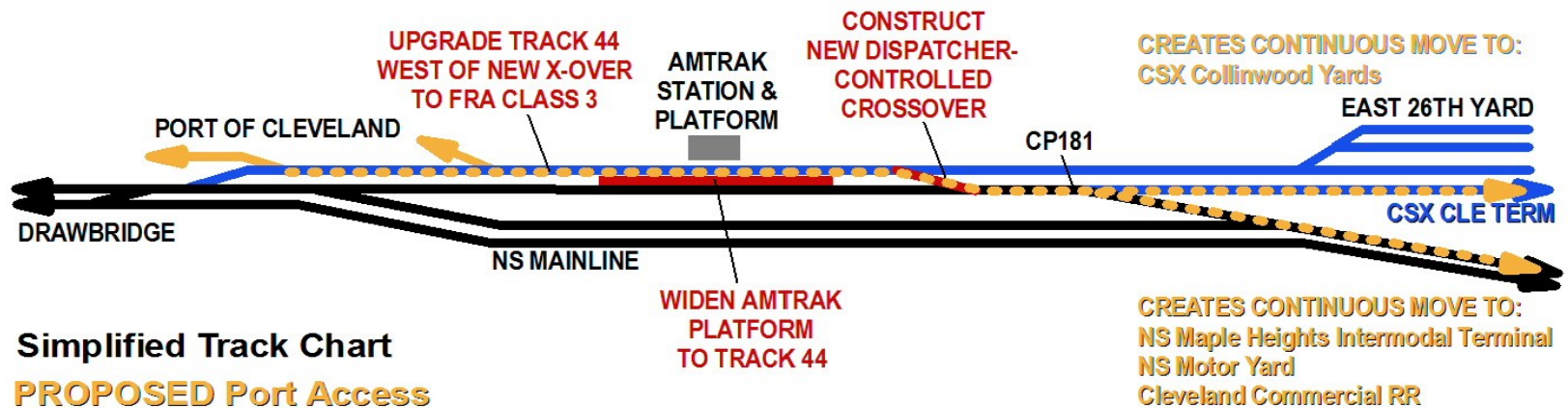
## North Coast Transportation Center





# Ohio Station Concepts

## Cleveland Port access trackage impacts





# 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).



# Unused federal funding from Rep. Kaptur

- ✓ Rep. Marcy Kaptur in 2010 secured \$938,300 from the FRA Rail Line Relocation Fund for “Ohio Hub Plan including Toledo-Cleveland-Detroit Passenger Rail Development.”
- ✓ The funding was awarded to ODOT; it remains in ODOT's accounts.
- ✓ It can be transferred to and used by a new sponsor for its intended purpose if a 20% local match (about \$187,000) is found.
- ✓ If the funding isn't used soon, it may be recalled by Congress or FRA as a new multi-year transportation spending law may be passed this year.



# 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 support by Iowa's new governor and to rising costs (\$90m to \$125m).
- ✓ And \$34m of FRA \$\$ reprogrammed to help fund Chicago-Quad Cities, raising Iowa's \$\$ contribution to \$72m.
- ✓ This has raised the possibility that the \$53m may become available by the FRA again.



# 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. In 2014, it starts on Jan. 13, ends April 22.  
(SOURCE: <https://www.legis.iowa.gov/DOCS/Schedules/SessionTimetable.pdf>)
- ✓ Bills by each house must be reported out of other houses' committees by March 14. Floor amendments may be filed after March 31.

# 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.





# Planning & process

- A joint or aggregated application could be achieved through mutual agreement (MOU) among local or regional partners.
- Model is the Western High Speed Rail Alliance which is a collection of MPOs and transit agencies in western states, created through board-approved MOUs and funded by small \$\$ participants.
- WHSRA recognized by the FHWA as a multi-jurisdictional transportation planning & development effort.
- WHSRA received \$1 million from FRA HSIPR for environmental planning.



# Potential Timelines

- Kaptur earmark can be used by ID'ing new sponsor(s) and securing local match(es) totaling \$187,000 by early-Summer.
- TIGER VI applications could be due by early-Summer, awards in Fall.
- If FRA HSIPR is available via RFP, applications could be due by Fall or Winter with awards possibly in Winter or Spring.
- The Four Stations could receive Categorical Exclusions. Not uncommon for rail projects seeking CE's to apply for FRA \$\$ before CE determined.
- However, all design, engineering and environmental documentation should be done ASAP!





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