

Corridor Comparisons

Ohio is following the lead of other states' successful passenger rail programs. These are some of them.

2010



Corridor Comparisons

Bay Area to Sacramento, CA – Capitol Corridor



Emeryville, CA station-area development.



Davis, CA station attracts students from the nearby university.

1991 – Service began operations

Service frequency – 3 daily round trips
Stations – 9
Route length – 147 miles
Average train speed – 38 mph
First-year ridership – 400,000

TODAY

Service frequency – 16 weekday,
11 weekend round trips
Stations – 17
Route length – 168 miles
Average train speed – 42 mph
2009 ridership – 1.7 million

Corridor Comparisons

Bay Area to Sacramento, CA – Capitol Corridor

The *Capitol Corridor* is a 168-mile (275 km) passenger train route operated by Amtrak in California. Because it is fully supported by the state, the *Capitol Corridor* operates under *Amtrak California*. It runs from San Jose, through Oakland to Sacramento, roughly parallel to Interstate 80. One daily-scheduled train continues through Sacramento to Auburn in the foothills of the Sierra Nevada. There are plans to increase frequency throughout the route. The trains are administered by the Capitol Corridor Joint Powers Authority, with management provided by employees of the Bay Area Rapid Transit. The Capitol Corridor has been in operation since 1991.



The expansion was accomplished with no increase in State budget by growing ridership and revenue, reallocating funds for more efficient use, and making cost-effective service changes. According to its management, ridership on the *Capitol Corridor* trains tripled between 1998-2005.

As an *Amtrak California* route, *Capitol Corridor* is fully funded by the state through Caltrans Division of Rail. It is administered by the Capitol Corridor Joint Powers Authority, governed by a board of directors consisting of 16 representatives from its member agencies.

References:

Capitol Corridor timetable, 2008-10-27
en.wikipedia.org/wiki/Capitol_Corridor

Contacts:

William Bronte, Chief Division of Rail,
916-653-3060 bill.bronte@dot.ca.gov

Eugene Skoropowski, Managing Director of the
Capitol Corridor Joint Powers Authority from 1999-
2009, now with HNTB Corp., 407-805-0355
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In fiscal year 2009, the *Capitol Corridor* had 1.6 million riders, and the fourth busiest Amtrak route in terms of ridership, surpassed only by the *Northeast Regional*, *Acela Express* and *Pacific Surfliner*. The line also carries more passengers per mile than any Amtrak service other than the *Northeast Regional*.

Since 2006, the *Capitol Corridor* route has run 32 trains per day (16 in each direction) on weekdays, reflecting a substantial increase over the prior service frequency.

Corridor Comparisons

Eugene, OR to Vancouver, BC – Cascades Corridor



Cascades train tilts into a Seattle curve at 79 mph.

1993 – Service began operations

Service frequency –	3 daily round trips
Stations –	10
Route length –	310 miles
Average train speed –	41 mph
First-year ridership –	185,000

TODAY

Service frequency –	6 daily round trips
Stations –	17
Route length –	466 miles
Average train speed –	42-53 mph
2009 ridership –	740,000



Bistro car on the Talgo-built Cascades trains between Portland to Seattle.

Corridor Comparisons

Eugene, OR to Vancouver, BC – Cascades Corridor

The *Amtrak Cascades* is a route operated by Amtrak in partnership with the states of

Washington and Oregon in the Pacific Northwest and the province of British Columbia. It is named for the Cascade mountain range the route parallels.

The corridor runs 156 miles from Vancouver, British Columbia south to Seattle, Washington, continuing 310 miles south via Portland, Oregon to Eugene, Oregon. Two daily trains travel to and from Vancouver, with Seattle or Portland as its starting or ending point. Expanded Seattle--Vancouver service started in 2009. As of March 2010, five trains run daily each way between Seattle and Portland with three of those providing service to Eugene.

Total ridership for 2008 was 774,421, the highest annual ridership since inception of the service in 1993. It is Amtrak's eighth-busiest route and carries the most passengers of any route outside of the Northeast U.S. or California.

The passenger cars are produced by Talgo, the only cars by that company in operation in the United States. These cars are designed to passively tilt



into curves, allowing the train to travel at higher speeds. Despite a maximum design speed of 124

mph, current track and safety requirements limit the speed to 79 mph, although plans for the *Cascades* route may allow speeds up to 110 mph.

In its long-range plan, WSDOT-Rail plans eventual service of 13 daily round trips between Seattle and Washington with four round trips to Vancouver, BC. Amtrak *Cascades* travels along the entirety of the proposed Pacific Northwest High Speed Rail Corridor; the incremental improvements are designed to result in eventual high speed service.

References:

Cascades timetable Amtrak

en.wikipedia.org/wiki/Amtrak_Cascades

Amtrak Cascades Mid-Range Plan, WSDOT, Dec-08

Contacts:

Scott Witt, Director, WSDOT Rail & Marine Office, 360-705-6903, WittS@wsdot.wa.gov

Art Poole, Association of Oregon Rail and Transit Advocates, 1450 Evergreen Dr., Coos Bay OR 97420, 541-269-5340 artpoole@verizon.net

Corridor Comparisons

Portland, ME to Boston, MA – The Downeaster



The Downeaster pauses at the Exeter, NH train station.

2002 – Service began operations

Service frequency – 4 daily round trips
Stations – 7
Route length – 116 miles
Average train speed – 42 mph
First-year ridership – 292,000

TODAY

Service frequency – 5 daily round trips
Stations – 10
Route length – 116 miles
Average train speed – 48 mph
2009 ridership – 458,000



The Presidents Day Blizzard of 2003 has stopped everything else in New England except the Downeaster.

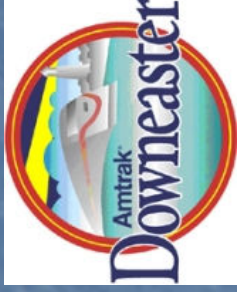
Corridor Comparisons

Portland, ME to Boston, MA – The Downeaster

The *Downeaster* is a 116-mile passenger train route operated by Amtrak and managed by the Northern New England Passenger Rail Authority, from North Station in Boston to Portland, ME. In 2006, it was Amtrak's fastest-growing service with ridership up 22.9% from 2005. In 2008, with the addition of a fifth round trip, ridership increased 28% - 12% more than projected. FY08 ticket revenue was \$6,076,517, 33% over FY07 and 14% more than projected.

The *Downeaster* is operated by Amtrak and managed by the Northern New England Passenger Rail Authority. As of December 2007, operating the *Downeaster* costs \$13.5 million per year, of which \$6 million is covered by fares paid by passengers. The USDOT provides \$6 million per year through 2008, and Maine \$1.5 million per year.

A proposed expansion would see service continued along Maine's Atlantic coastline from Portland to Brunswick. A 2005 study by the Chicago-based Center for Neighborhood Technology suggested that the extension, combined with commercial developments along the Downeaster Corridor could generate several billion in construction investments plus \$55 million annually in tax



revenue for the state of Maine. Here's what happened since 2005:

- * In Old Orchard Beach, the *Downeaster* sparked 800 new housing units, two hotels and a \$22 million retail/residential complex within 2 blocks of the station.
- * In Saco, a mill was renovated for \$110 million at America's first "Green" train station powered by a wind turbine. This entire project generated more than 400 jobs and \$1.5 million in new tax revenue.

- * In Brunswick, the first building of the \$30 million Maine Street Station project has opened. The rest will contain a hotel, retail, office and residential complex that will create 300 jobs and \$500,000 in annual tax revenues.

References:

amtrakdowneaster.com
en.wikipedia.org/wiki/Downeaster
<http://www.edrgroup.com/library/public-transport/economic-benefits-associated-with-downeaster-passenger-rail-investments.html>

Contact: Nathan Moulton, Northern New England Passenger Rail Auth., 207-624-3000
nathan.moulton@maine.gov

Corridor Comparisons

Charlotte to Raleigh, NC – Piedmont Corridor



The Piedmont arrives Carey, NC.

1990 – Service began operations

Service frequency –	1 daily round trip
Stations –	8
Route length –	174 miles
Average train speed –	43 mph
First-year ridership –	122,000

TODAY

Service frequency –	3 daily round trips
Stations –	9
Route length –	174 miles
Average train speed –	53 mph
2009 ridership –	361,000

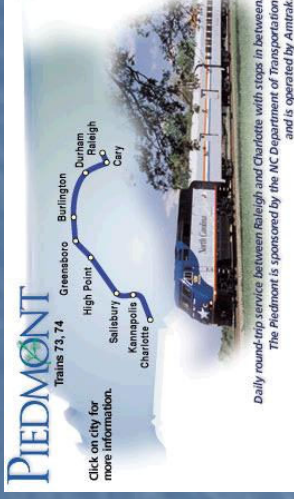


Crowds greet the trains at Raleigh, NC.

Corridor Comparisons

Charlotte to Raleigh, NC – Piedmont Corridor

The Piedmont Urban Crescent is a large polycentric urbanized region in North Carolina that forms the northern section of the rapidly developing I-85 corridor megalopolis in the southeastern United States.



The *Piedmont* is a daily passenger service that travels between Raleigh and Charlotte with a run time of 3 hours and 9 minutes, including intermediate stops at Cary, Durham, Burlington, Greensboro, High Point, Salisbury, and Kannapolis. State-supported train service began in 1990, as the trains are jointly funded and operated by Amtrak and the North Carolina Department of Transportation. Uniquely for such partnerships, North Carolina owns the train's rolling stock.

North Carolina owns 3,384 miles of track and has 12 passenger trains daily. In 2009, 697,821 passengers boarded trains in North Carolina.

On June 5, 2010, service was expanded in the Piedmont Corridor. The expanded service provides mid-day service between Raleigh and Charlotte and increases the state-sponsored passenger rail service to six trains operating daily between North Carolina's largest cities.

Amtrak's state-supported *Carolinian* also provides daily service to Selma, Wilson, Rocky Mount, to Richmond VA with connections to the Northeast including Washington DC and New York City.

North Carolina, with South Carolina, Georgia and Virginia have partnered to form a four-state coalition to develop the Southeast High Speed Rail Corridor to provide frequent, reliable passenger trains at top speeds of 90-110 miles per hour and an average speed of 86 mph. The corridor is being developed incrementally, upgrading existing railroad right of way.

References:

Piedmont and Carolinian timetable
en.wikipedia.org/wiki/Piedmont

Contacts:

Patrick Simmons, Director, Rail Division, NCDOT;
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Corridor Comparisons

Santa Fe to Belen, NM – RailRunner Express



A RailRunner Express train between Albuquerque and Santa Fe, NM.



RailRunner Express was extended to Santa Fe, NM in December 2008.

2006 – Service began operations

Service frequency – 6 weekday round trips
Stations – 4
Route length – 15 miles (Albuquerque-Bernalillo)
Average train speed – 30 mph
First-year ridership – 500,000

TODAY

Service frequency – 13 weekday, 7 Saturday, 2 Sunday round trips
Stations – 11
Route length – 93 miles
Average train speed – 39 mph
2009 ridership – 1.7 million

Corridor Comparisons

Santa Fe to Belen, NM – RailRunner Express

The name “Rail Runner” is a play on the name of New Mexico’s state bird – the roadrunner. The New Mexico

Rail Runner Express is a regional rail system serving the metropolitan areas of Albuquerque and Santa Fe, New Mexico. It is administered by the New Mexico Department of Transportation and the Mid Region Council of Governments, a regional government planning organization.

Phase I of the system operated on an existing right of way from Belen to Bernalillo that NMDOT purchased from BNSF Railway, which opened in 2006. Phase II, the extension of the line to Santa Fe, opened in December 2008.

The central New Mexico corridor, which is home to half the state’s population, contains Santa Fe, the state capital, and Albuquerque, the largest city and economic hub of New Mexico. The two cities are connected by I-25, an increasingly congested four-lane rural freeway that roughly parallels the route of the Rail Runner.

When Santa Fe service was introduced in December 2008, ridership climbed. In June 2009 ridership surpassed 2,000,000 total passengers,



with a daily average ridership of 4,500 passengers. The capital costs of the Rail Runner project were covered by state and local funds. Phase I of the project cost \$135 million while Phase II cost \$250 million.

Most operational and maintenance costs were covered by two separate gross receipts taxes for regional transit approved by voters in central and north-central New Mexico in November 2008. Additional funds also come from bond revenue and money appropriated by the state legislature.

References:

New Mexico Rail Runner Express Official Site – nmrailrunner.com
en.wikipedia.org/wiki/New_Mexico_Rail_Runner_Express

Contacts:

Dewey Cave, Executive Director, Mid-Region Council of Governments; 805 Copper Street, Albuquerque NM 87102, 866-795-7245, dcave@mrcog.nm.gov
Augusta Meyers, Communications Manager, ameyers@mrcog.nm.gov

Corridor Comparisons

Candidate statements on 3C "Quick Start" rail project

**JOHN KASICH, Republican candidate
for Ohio Governor**

Columbus, Aug. 4, 2010 (Cleveland Plain Dealer)

....You've heard about that passenger train linking Cleveland, Columbus and Cincinnati that Ohio leaders have debated this year.

Well, forget about it if John Kasich is elected governor.

The Republican hopeful on Wednesday spoke at a candidate forum hosted by six economic and development associations eager to hear the gubernatorial candidates' views on issues such as infrastructure and transportation.

"I don't support a 39 mph train. OK? It's not going to happen if I'm governor. OK?" Kasich said. "If you want the train, I hope you can get over that and vote for me anyway. But you're not going to get that train. It's a white elephant, we can't afford it, we can't pay for it. And who's riding it?"

**JON HUSTED, Republican candidate
for Ohio Secretary of State**

From his Website – Husted for Ohio – under the Tea Party heading:

"Opposing the train to Bankruptcy

When Jon Husted learned the proposed high-speed rail plan would run an average speed of 39 miles per hour and require hundreds of millions of subsidies from Ohio taxpayers, he expressed alarm, and demanded answers about the construction and operation of rail service in Ohio. Further, Husted was one of only one of two Senate Republicans to vote against the bill that authorized operation of the 3C rail."

