

Northern Ohio Rail Alliance

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



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

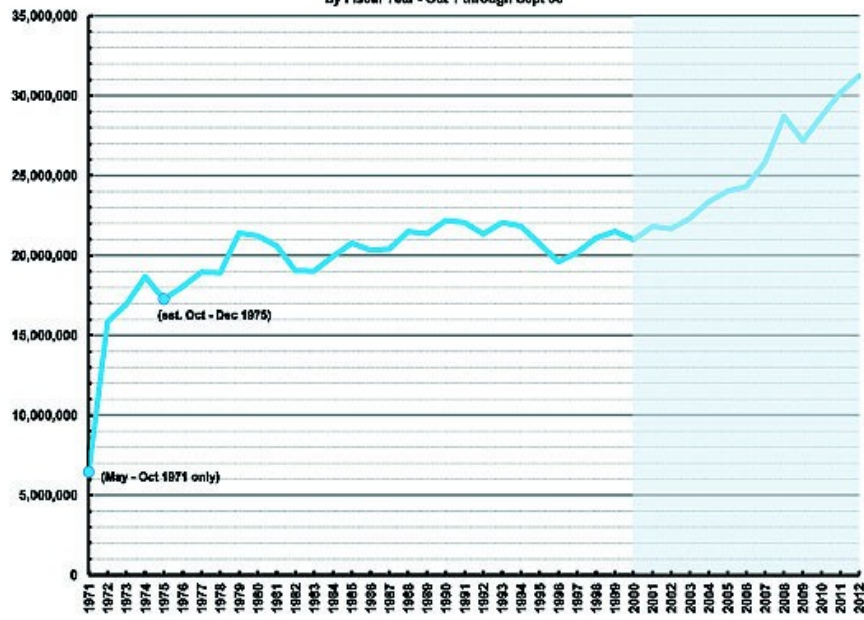
AMTRAK STATION	2008 RIDERSHIP	2013 RIDERSHIP	5-YEAR CHANGE
Elyria	3,426	6,548	+91%
Sandusky	5,832	9,591	+64%
Cleveland	36,977	50,940	+38%
Toledo	50,490	68,986	+37%

Source: Amtrak

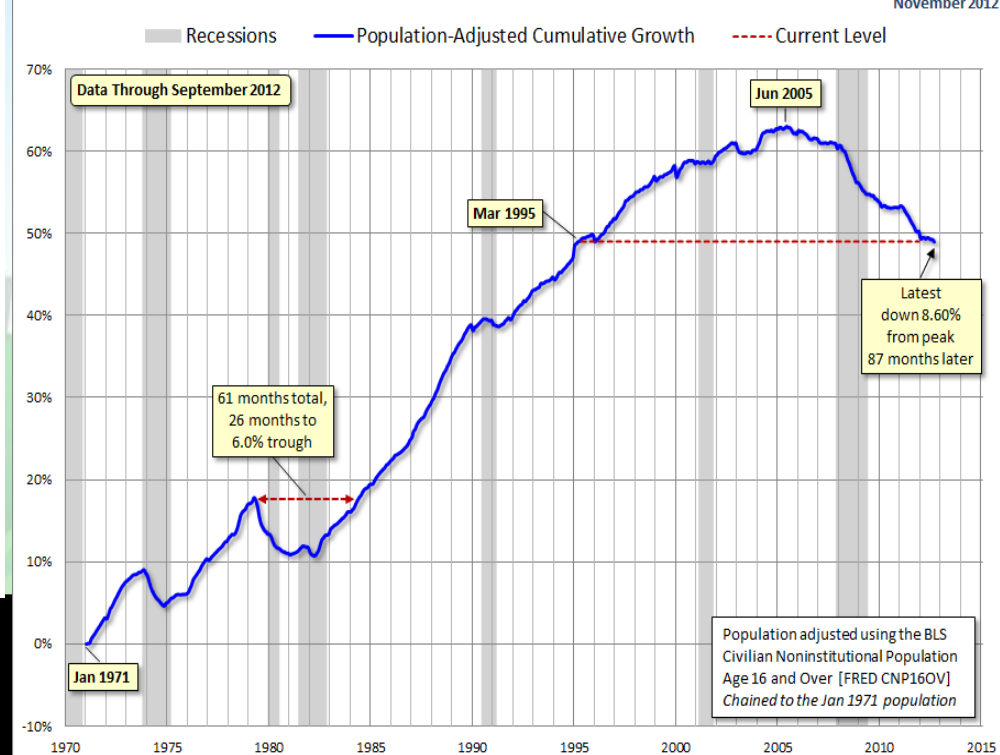
Part of a national trend

- 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 = 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.



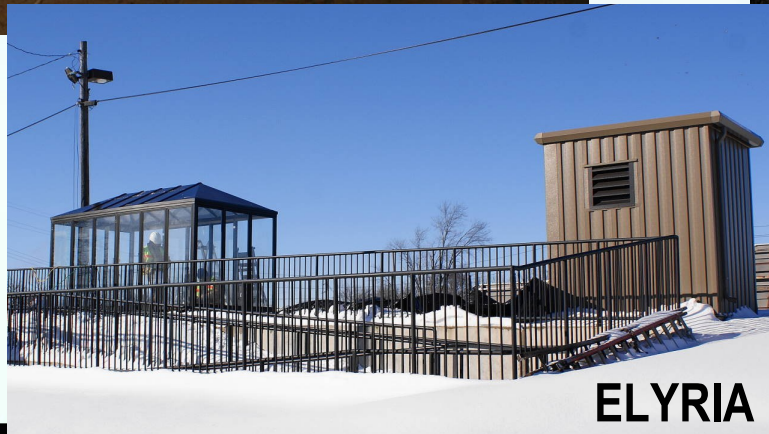
Existing Conditions



TOLEDO



CLEVELAND



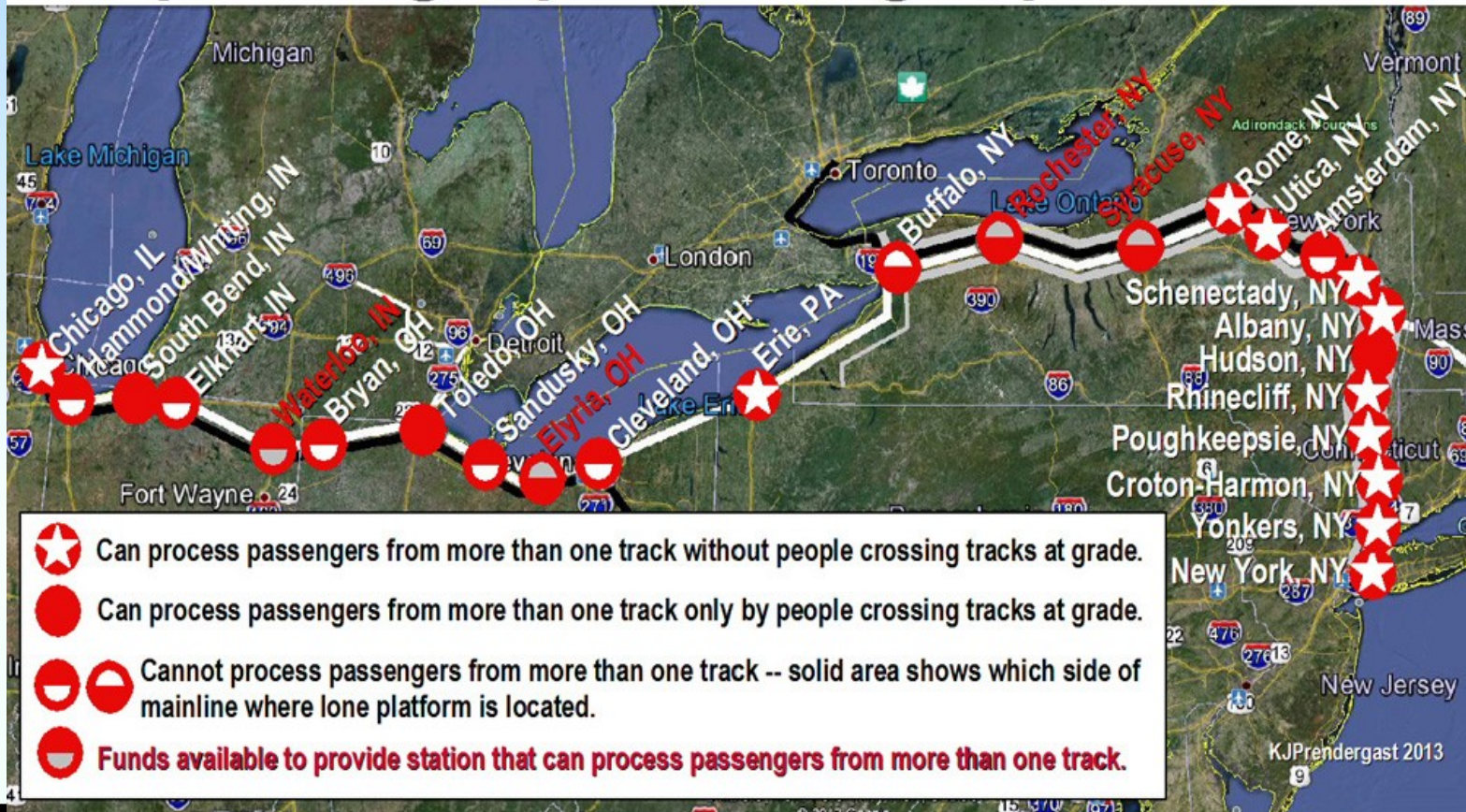
ELYRIA



SANDUSKY

Existing Conditions

Chicago-New York City Amtrak station passenger processing capabilities



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

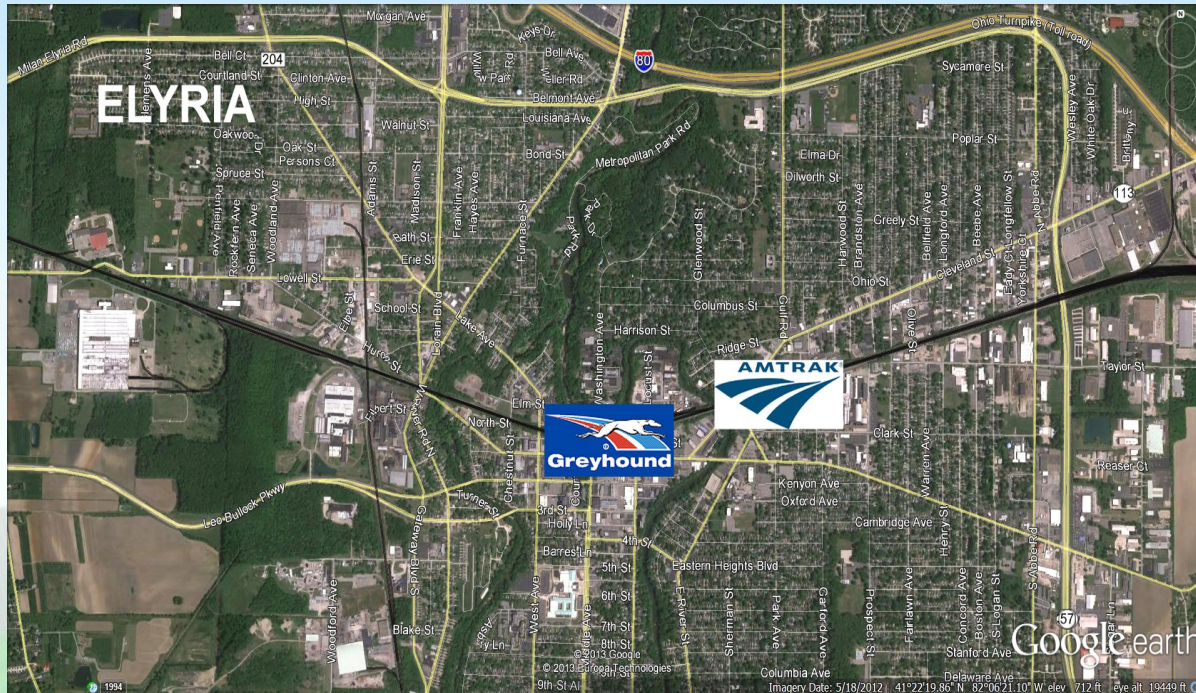
Another issue for Northern Ohio stations? Lack of shared station facilities among transportation modes....

- 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

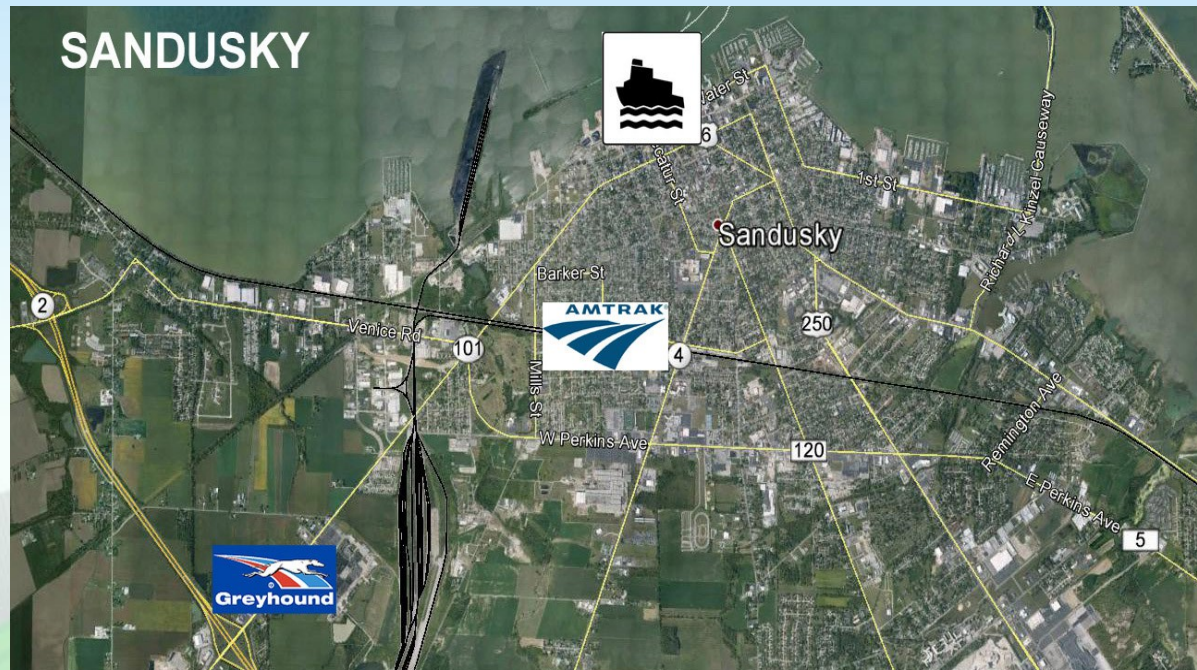
- ✓ **Elyria** = 11,500 intercity boardings/year
(6,500 Amtrak, 5,000 Greyhound)
- Bar Harbor, ME Airport



NOTE: Bus ridership estimated.

Existing Conditions

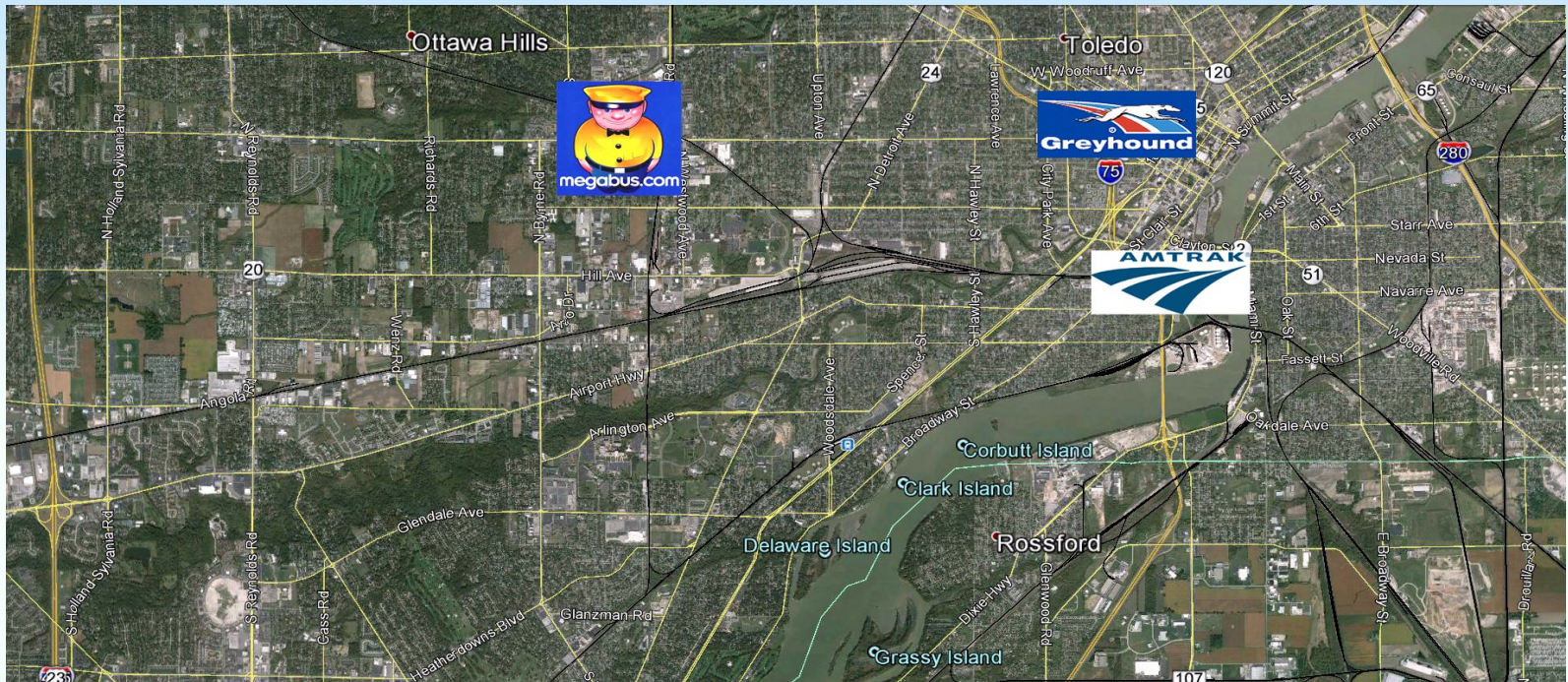
- ✓ **Sandusky** = 197,500 intercity/regional boardings/year
(180,000 Jet Express, 10,000 Amtrak, 7,500 Greyhound)
- > Montgomery, AL Airport



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

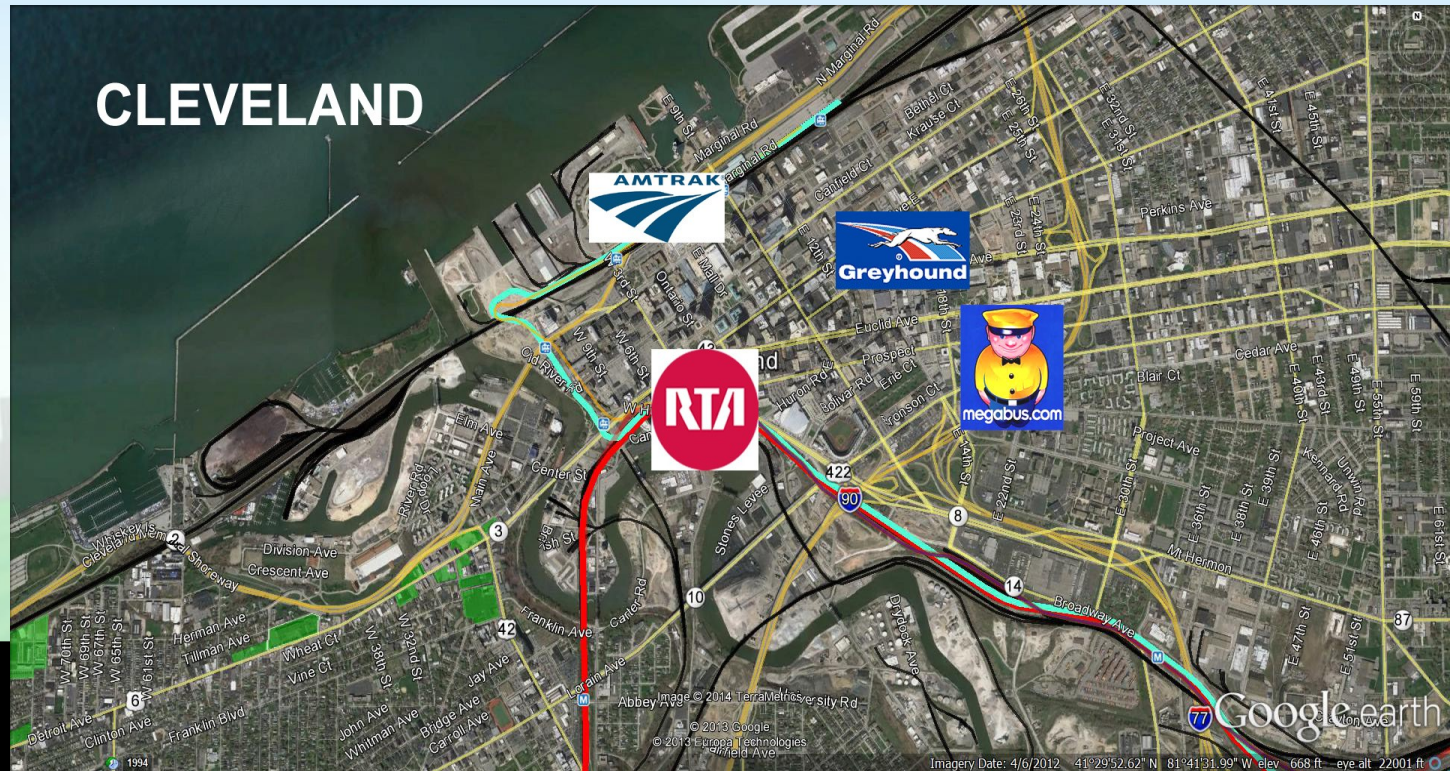
Cleveland = Intercity/regional transportation boardings/year:

- ✓ 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





← 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)



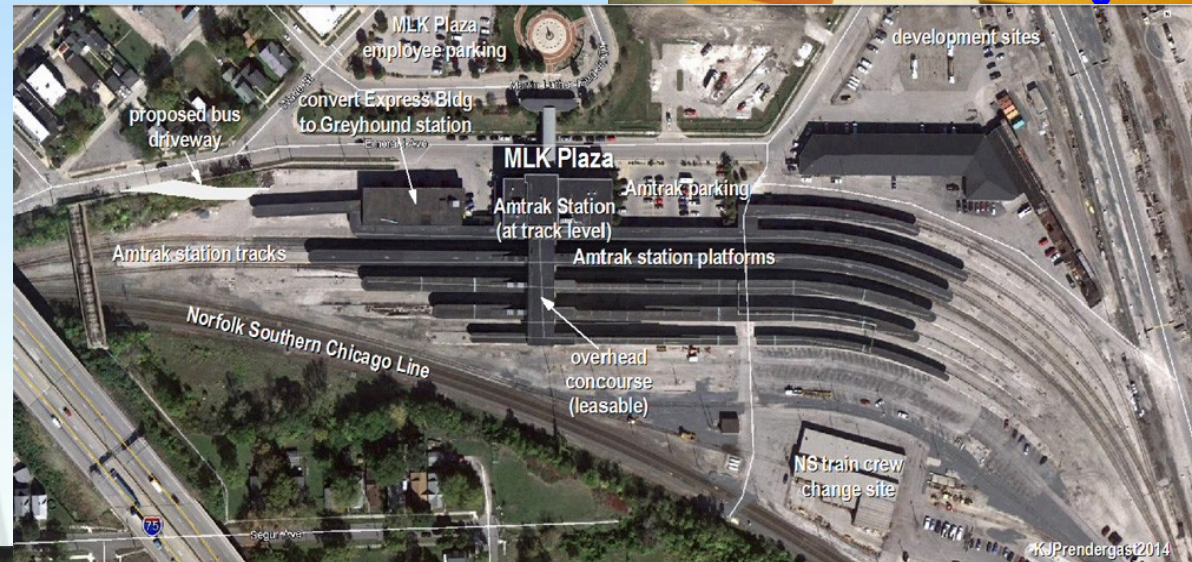
Ohio Station Concepts

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)?



Amtrak waiting room



Express Building at left



Concourse above tracks



Ohio Station Concepts

SANDUSKY NYC Station

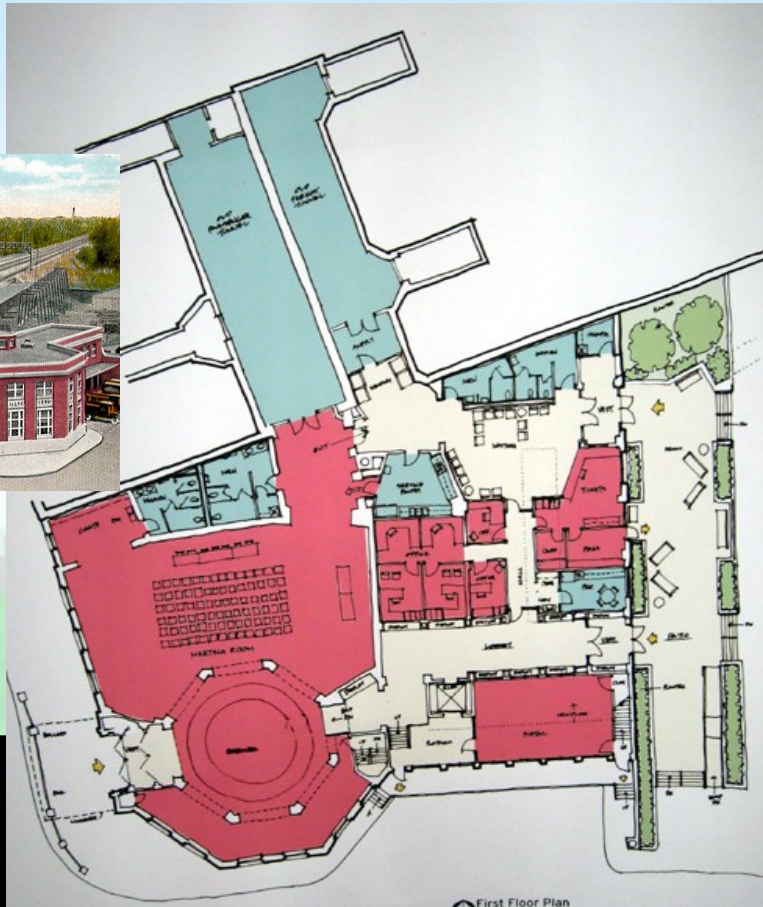
- ✓ Amtrak trains
- ✓ STS-SPARC bus station
- ✓ Greyhound at vacant Express Building?
- ✓ Shuttle bus to FRMC & ferry terminal?



Ohio Station Concepts

ELYRIA Lorain County Transportation Center

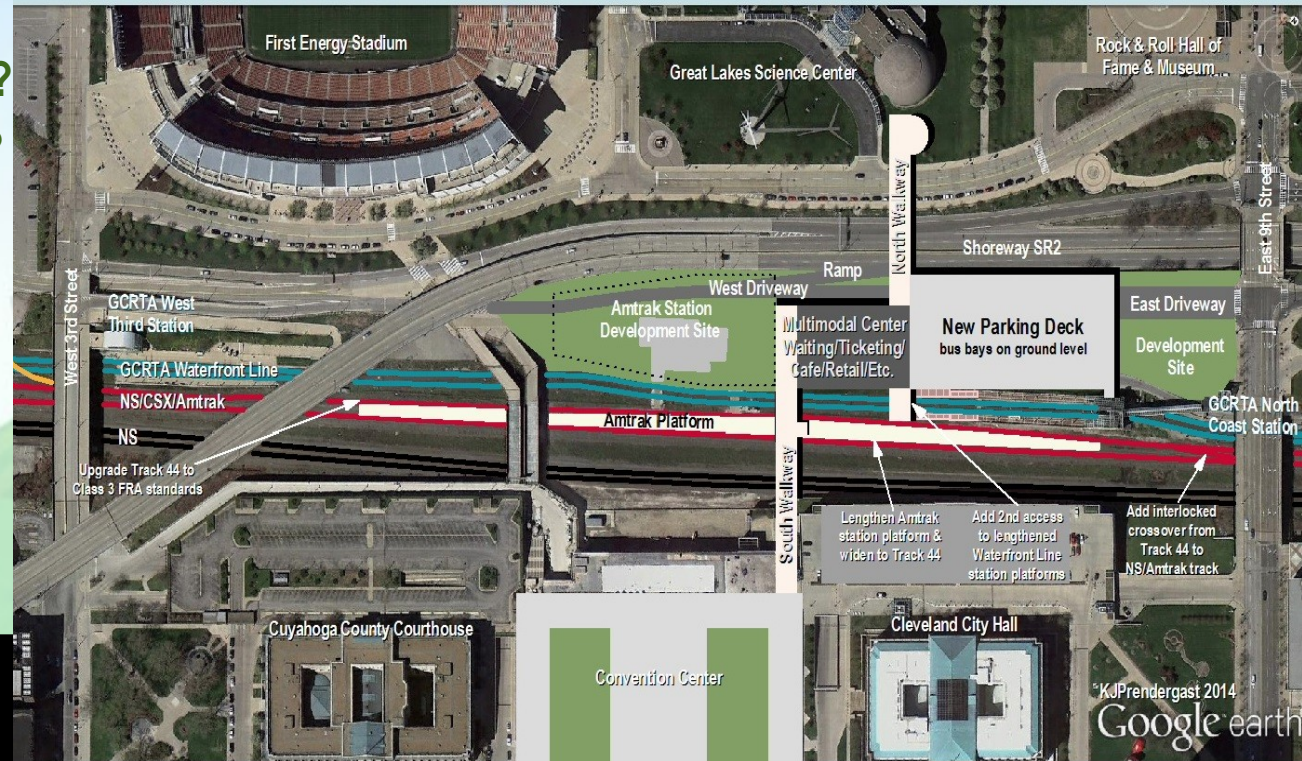
- ✓ Lorain County Transit #51 bus route
- ✓ Greyhound
- ✓ Amtrak trains?
- ✓ AOS to Oberlin and Cleveland Airport?



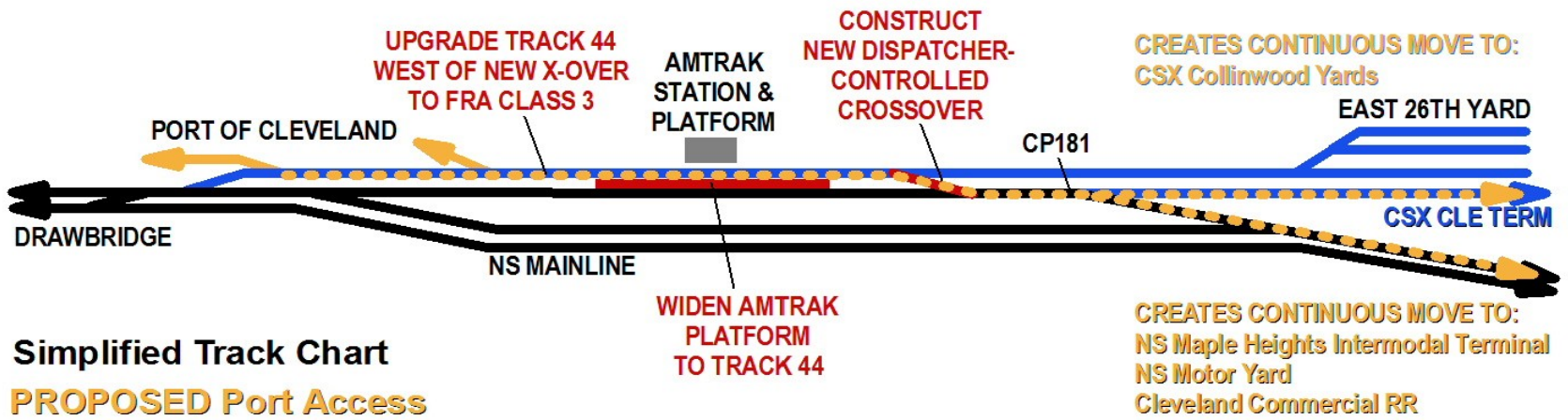
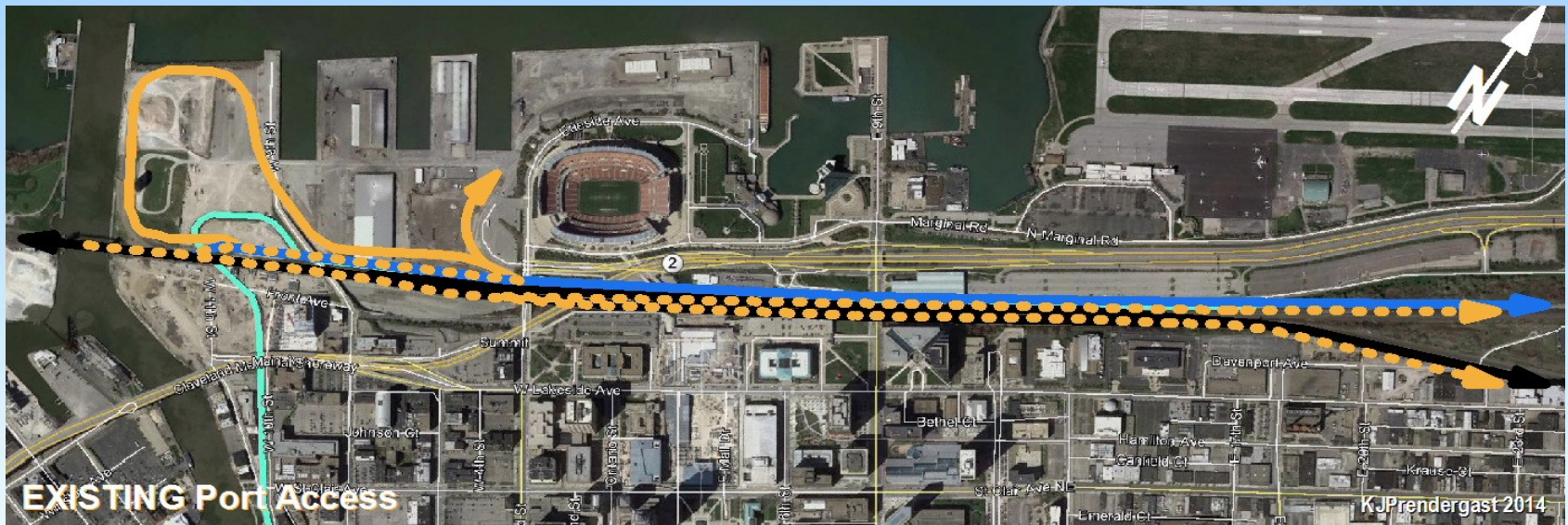
Ohio Station Concepts

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



Simplified Track Chart
PROPOSED 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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