

CORRIDOR ID UPDATE AND 3C+D RAIL CORRIDOR ECONOMIC IMPACT STUDY

STATEWIDE WHISTLE STOP

April 13, 2024





PRESENTATION AGENDA

Corridor ID Overview

Corridor ID Selection and Beyond

About All Aboard Ohio

Economic Impact Study

Questions

Corridor ID Program Overview

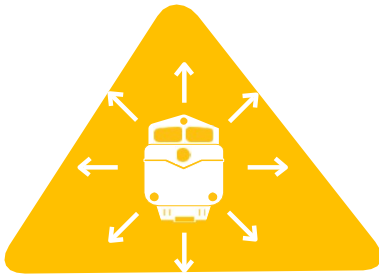
Corridor ID Program Overview

Build the foundation for a long-term rail program



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

Bring world-class passenger rail service to regions across the country



Solicit proposal for implementing new or improving existing IPR services

Select corridors for development

Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

Grow a safer, cleaner, more equitable rail system

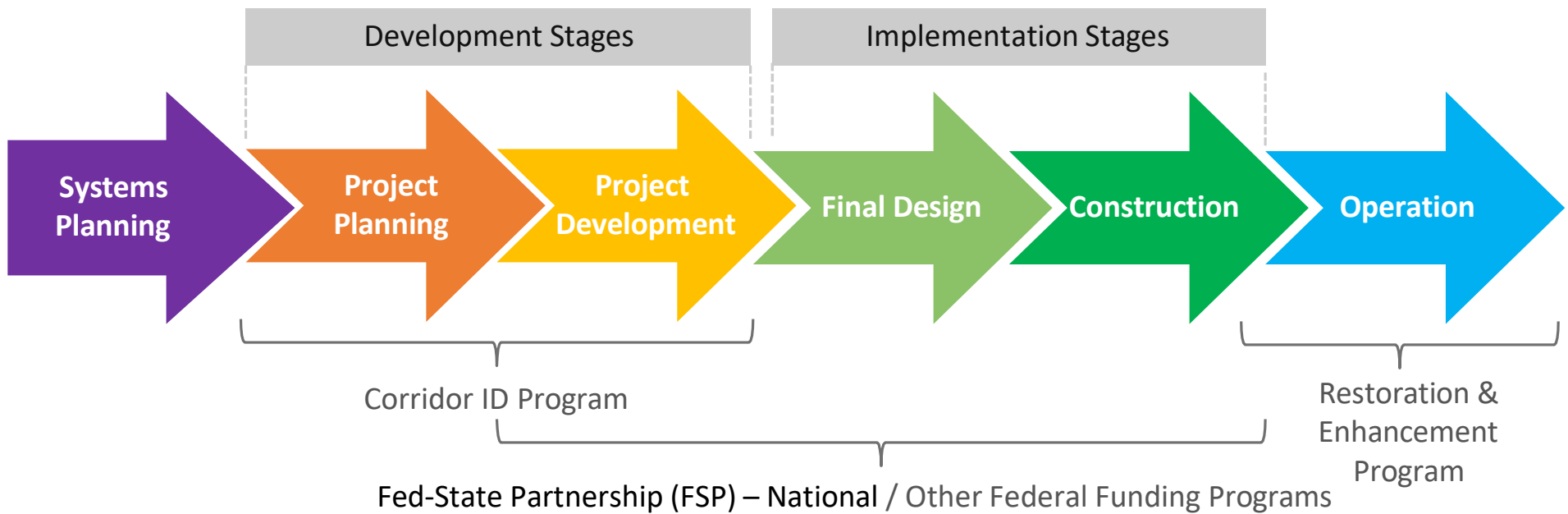


SDP includes a "corridor project inventory"

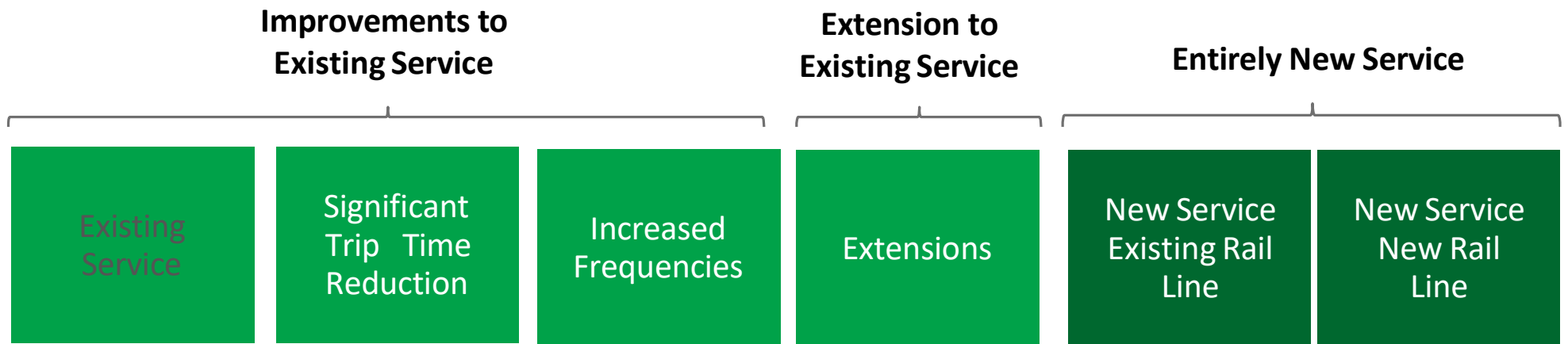
Corridor project inventories populate a prioritized "pipeline" of projects

Projects in the Corridor ID Pipeline are eligible for funding under FRA's financial assistance programs

FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



What Are the Different Types of Corridors?



Corridor ID Selection and Beyond

Selected Ohio Corridors

- **Cleveland-Columbus-Dayton-Cincinnati** (Ohio Rail Development Commission/State)
- **Cleveland-Toledo-Detroit** (Ohio Rail Development Commission/State)
- **Chicago-Fort Wayne-Lima-Columbus-Pittsburgh** (Metropolitan planning organization from central Ohio MORPC)
- **Increased service for the Daily Cardinal between New York and Chicago** (Long distance corridor Amtrak)

What Happens Next—Steps 1, 2, and 3

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match <i>(\$X determined during Step 1)</i>	\$X / 20% match <i>(\$X determined during Step 2)</i>
Scope	<ul style="list-style-type: none"> Using SDP SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Step 2: Service Development Plans—Why is the SDP Important?

- **Statutorily Required** – 49 USC 25101(d)
- **Creates a Planning Framework** – Sets the stage for the next stage of development
 - Relationship-building
 - Improved project delivery timeframes
 - On-the-ground outcome benefits
- **Demonstrates Feasibility** – Corridor sponsor’s strategic plan for improving, expanding or initiating a corridor, and identifies:
 - An operating plan
 - A capital plan
 - An investment case
- **Organizational Tool** – Develops consistency through standardizing analyses and processes to achieve similar set of outcomes across various corridors

Resources

- **FRA Webinars:**

<https://railroads.dot.gov/rail-network-development/training-guidance/webinars-0>

- **Corridor Identification and Development Grant Program:**

<https://railroads.dot.gov/corridor-ID-program>

- **Corridor ID Program Support:**

PaxRailDev@dot.gov

ALL ABOARD OHIO





WHO WE ARE

- Fifty years of advocating for enhanced public transit options in Ohio
- Citizens, businesses leaders, and community members.
- Driven by a dedicated, volunteer working board of directors who bring expertise in transportation, urban issues, public policy, nonprofit management, and grassroots outreach.





WHAT WE DO

- Advocates for a robust transportation system serving all Ohio residents.
- Works to connect communities, residents, and businesses while revitalizing underserved areas.
- Raises public awareness for efficient intercity passenger rail and local public transit.
- Supports nonpartisan research and educates on the benefits of safe and efficient passenger ground transportation.





HOW WE DO IT

- Funded through memberships, donations and grants.
- Four active chapters in Cincinnati, Columbus, Cleveland, and Toledo.
- Statewide Zoom meetings.
- Statewide Passenger Rail Coalition.
- Relationship building and education of elected officials, decision makers, and stakeholders.



ECONOMIC IMPACT STUDY



ALL ABOARD OHIO'S 3C+ D ECONOMIC IMPACT STUDY

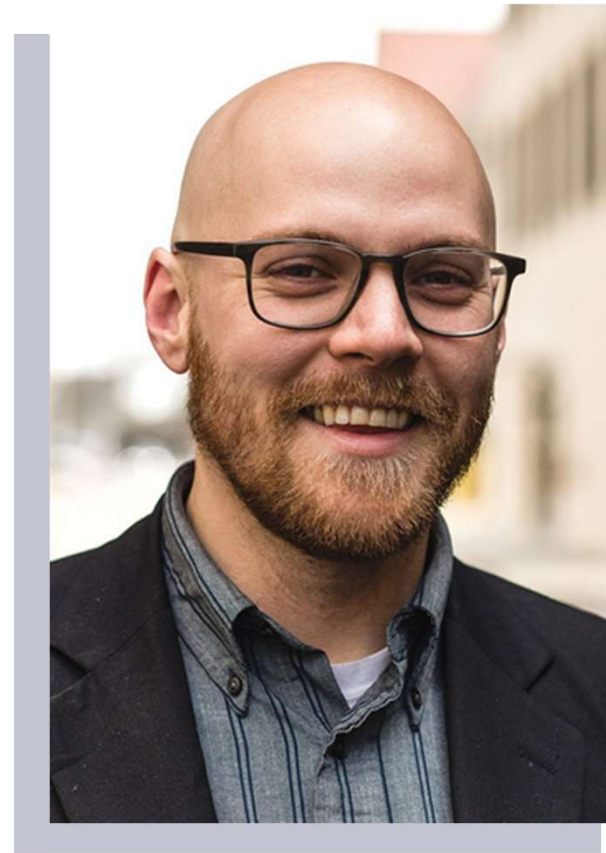
- Funded through a grant from the Columbus Foundation coordinated by All Aboard Ohio – **one corridor only**
- Performed by Scioto Analysis
- Study projects economic impact, employment, earnings, and tax revenue impacts for the proposed project's initial investment and ongoing ridership revenue.
- Illustrates the proposed project's initial investment and ongoing ridership revenue



ABOUT SCIOTO ANALYSIS

- Drawing from a multidisciplinary toolkit rooted in microeconomic analysis and statistical methods, Scioto Analysis works to give policymakers the information they need to make informed public policy decisions.
- **Rob Moore** the principal of, Scioto Analysis *has worked as an analyst in the public and nonprofit sectors and has analyzed diverse issue areas such as economic development, environment, education, and public health. His specialty is applied microeconomic analysis of public policies and tradeoffs between efficiency and equity outcomes in economic development and social safety net programs.*

 **Scioto Analysis**
Economics | Public Policy





A NOTE ON **RIDERSHIP**

A CONSERVATIVE APPROACH TO RIDERSHIP ESTIMATES

- Values from the 2007 ORDC-funded “Ohio Hub Passenger Rail Economic Impact Study” were scaled to match current (*night-time*) ridership for Cleveland.
- The economic impact conclusions of this report should be thought of as both the most achievable and the lowest expected.





STATEWIDE IMPACT OF 3C+D INVESTMENT

Investment in the 3C+D will contribute:

- Initial contribution to the Gross State Product = \$ 106,000,000 to \$ 107,000,000
- Ongoing annual contribution to Gross State Product = \$25,000,000 to \$47,000,000/ year
- Initial job creation 1,100 to 1,200 new jobs
- Statewide the initial investment will generate \$64,000,000 to \$66,000,000
in new wages

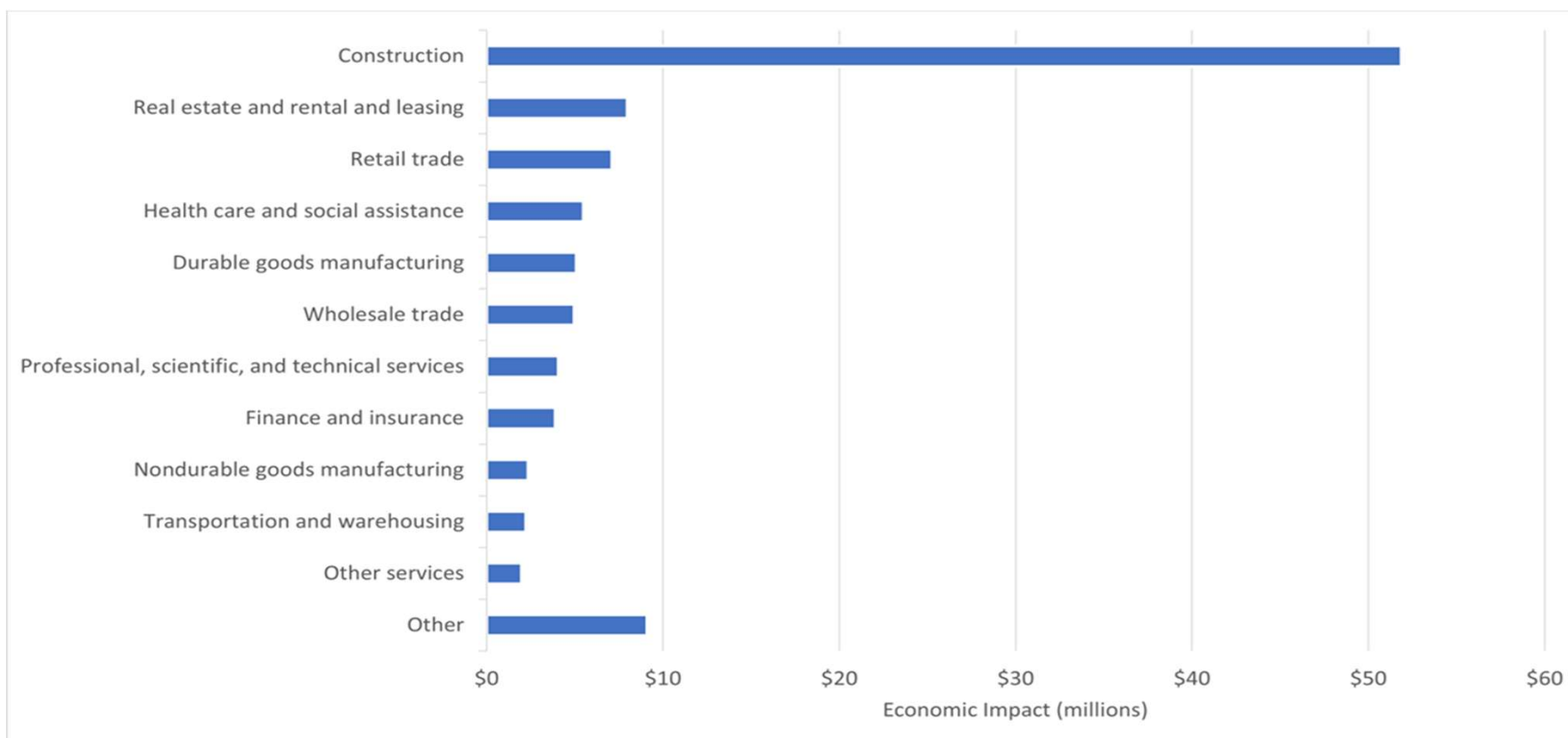
REPORTED RIDERSHIP

Region	Population	Annual Ridership	Annual Revenue
Cleveland-Elyria	2,084,462	54,000 - 109,000	\$4.3 - \$7.5 million
Greater Columbus	2,328,769	133,000 - 268,000	\$9.2 - \$17.0 million
Greater Dayton	941,379	91,000 - 184,000	\$5.6 - \$10.9 million
Cincinnati	2,268,393	129,000 - 259,000	\$7.9 - \$15.5 million



STATEWIDE ECONOMIC IMPACT

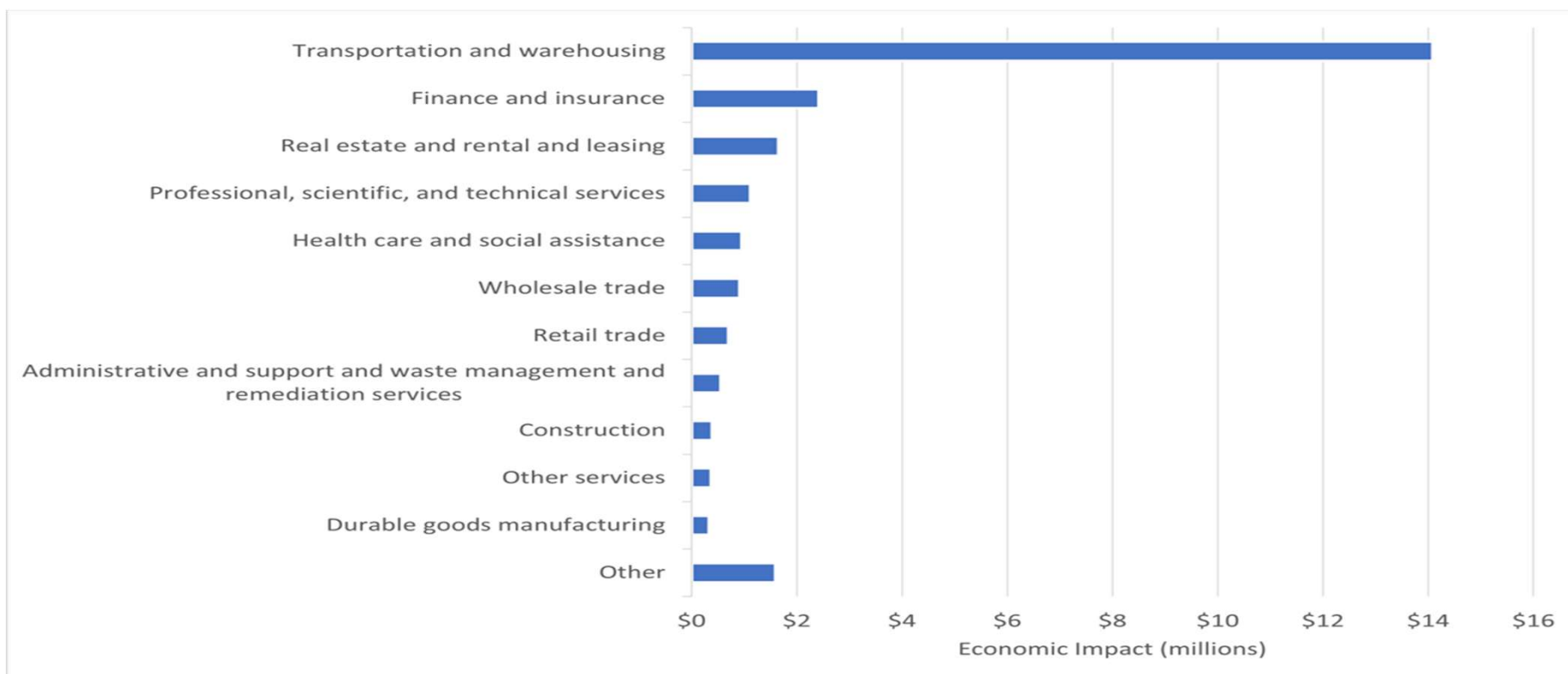
Total Economic Initial Impact of the 3C+D \$ 106,000,000 to \$107,000,000





ONGOING ANNUAL ECONOMIC IMPACT SUPPORTED BY 3C+D BY INDUSTRY

Statewide Ongoing Impact \$25,000,000 to \$ 47,000,000 per year.



FUTURE WORK

Additional studies in need of funding will characterize expanded passenger rail's impact on:

- automobile miles not traveled
- statewide emissions reductions
- statewide and local reductions in traffic injuries and fatalities
- local induced economic activity in the form of development and property values
- local station development costs



A photograph of an Amtrak train at night, with the word "QUESTIONS" overlaid in large white letters. The train is blue with red and white stripes, and the number "82807" is visible on the side. The interior lights of the train are visible through the windows.

QUESTIONS



BECOME A MEMBER

Join us in advocating for expanded passenger rail in Ohio!



- Members receive exclusive monthly e-newsletters and news updates
- Regional chapter meeting invites
- Priority registration at all AAO meetings
- Annual dues from \$25-\$100
- Online payment options and auto-renew available

ALLABOARDOHIO.ORG



