





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

AAO WHISTLE STOP TOUR – FRA UPDATE & STUDY RESULTS
FEBRUARY 2024





PRESENTATION AGENDA

Overview

Corridor ID Overview

Current Status

Step 1, Step 2, Step 3 Process

All Aboard Ohio's Economic Impact Study Results

Questions

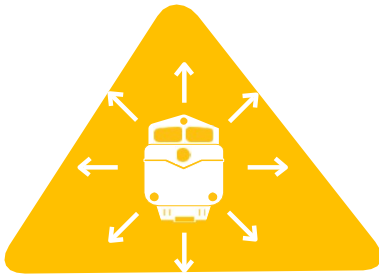
Corridor ID Program Overview

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

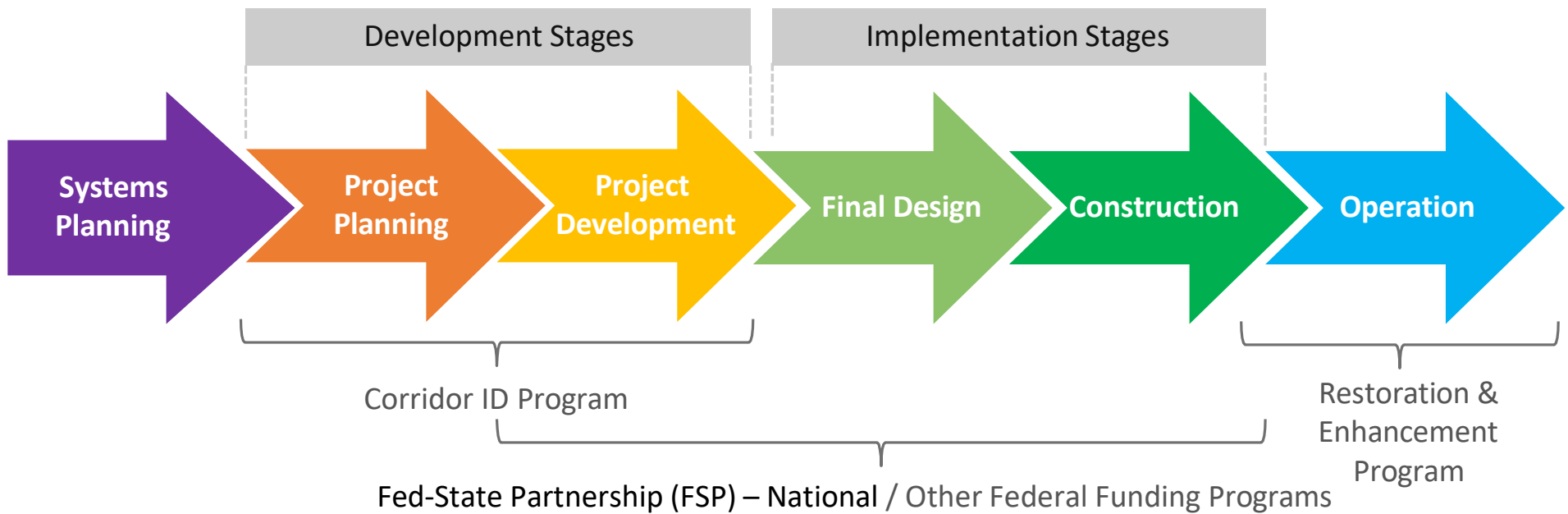


SDP includes a "corridor project inventory"

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



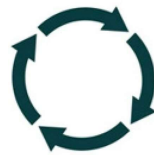
Establishing the Program – Significant Policy Positions



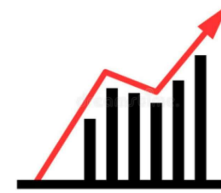
Corridor ID will be **the primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects** for subsequent implementation



Corridor ID is a home **for all types of Intercity Passenger Rail corridors**—new, significant improvements, and modest improvements to existing service are all welcome



Corridor ID will **regularly solicit proposals for additional corridors** to enter the program—this is not a one-time opportunity

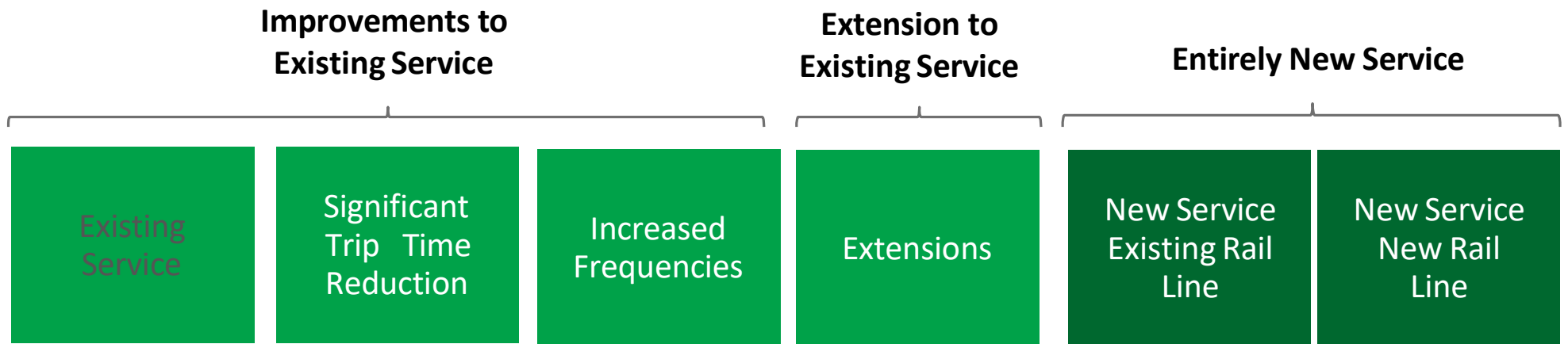


Level of non-Federal commitment may be modest at the beginning but must grow as a corridor advances through the Program



Corridors/Projects that advance to the Project Pipeline should be **ready for immediate implementation** (Final Design/Construction)

What Are the Different Types of Corridors?



Corridor ID Selection and Beyond

Selected Ohio Corridors

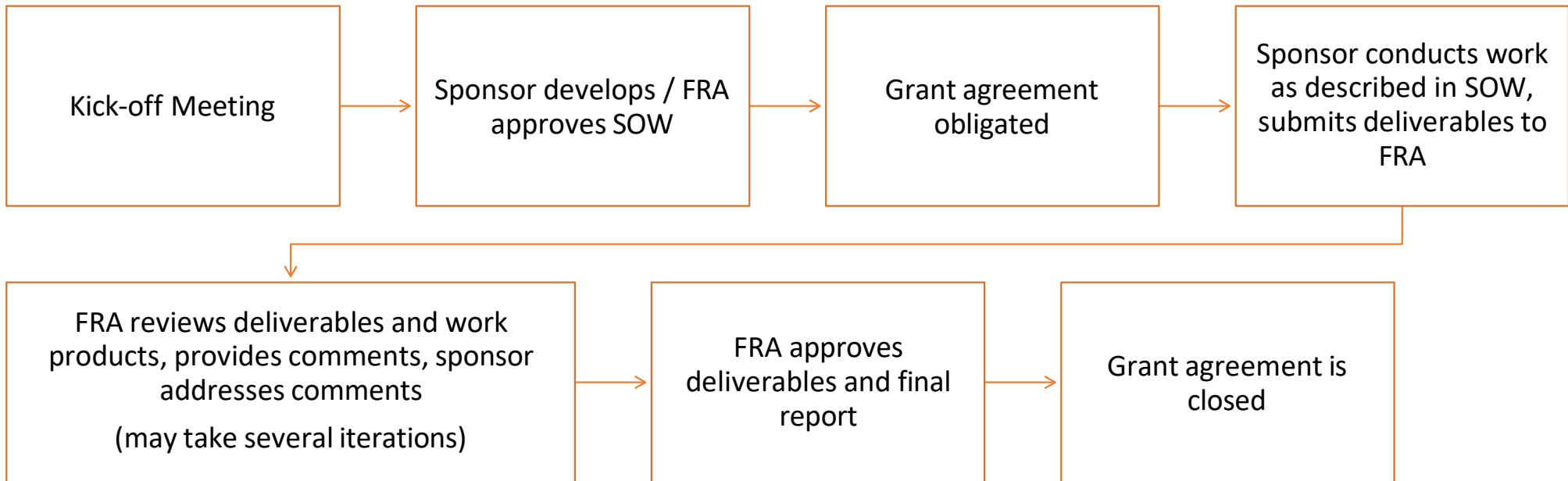
- **Cleveland-Columbus-Dayton-Cincinnati** (Ohio Rail Development Commission/State)
- **Cleveland-Toledo-Detroit** (Ohio Rail Development Commission/State)
- **Chicago-Fort Wayne-Lima-Columbus-Pittsburgh** (Metropolitan planning organization from central Ohio MORPC)
- **Increased service for the Daily 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

Corridor ID Grant Process Overview for Step 1, Step 2, and Step 3 Grants

Each step will have a separate grant agreement

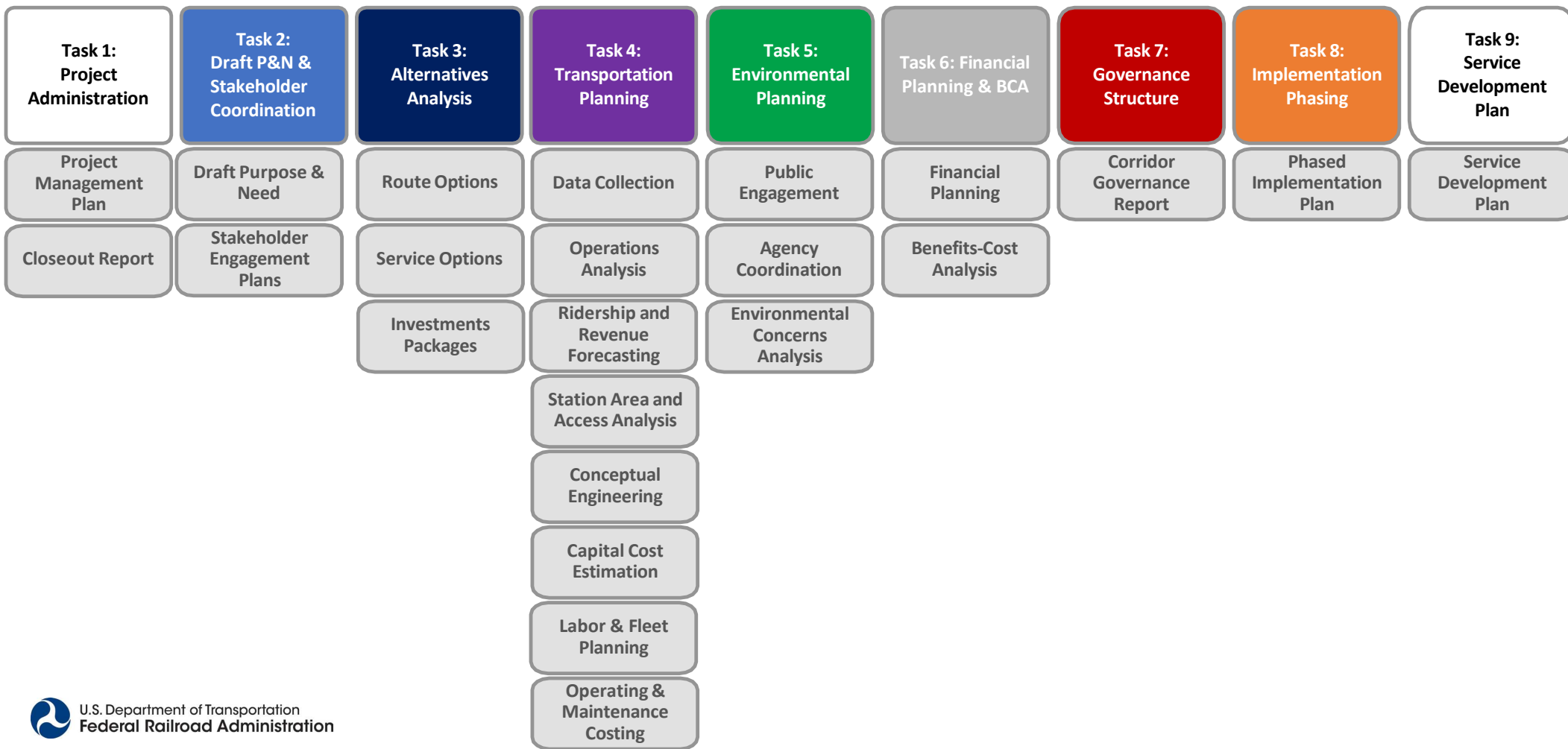


Step 2: Service Development Plan Draft SOW Framework Overview

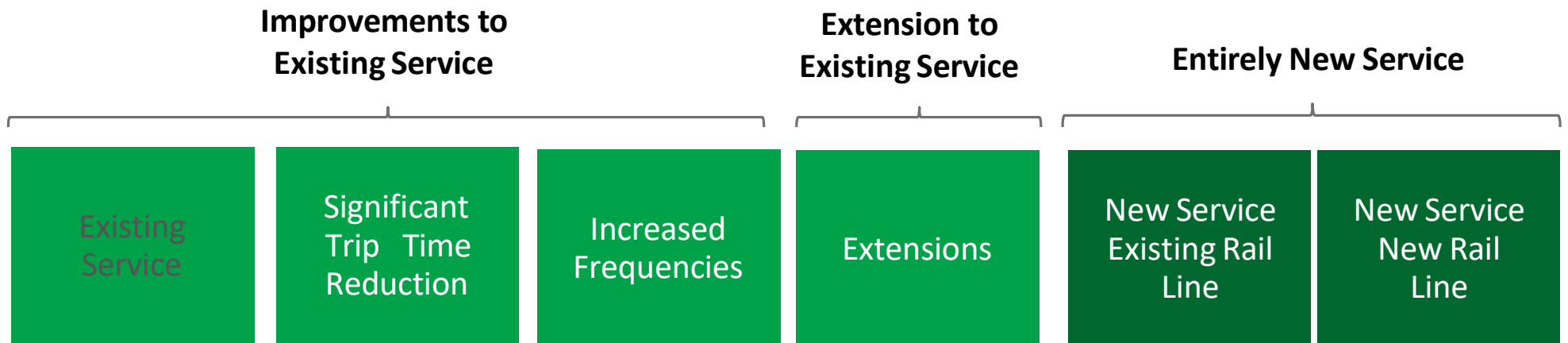
Step 2: Service Development Plans—Why is the SDP Important?

- **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

Step 2: Service Development Plan Draft SOW Framework



What Might the SDP Look Like for the Different Types of 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



ECONOMIC IMPACT STUDY

About Scioto Analysis & Economic Impact
Study Overview

Ridership Overview

Initial and ongoing Impact of 3C&D by Region

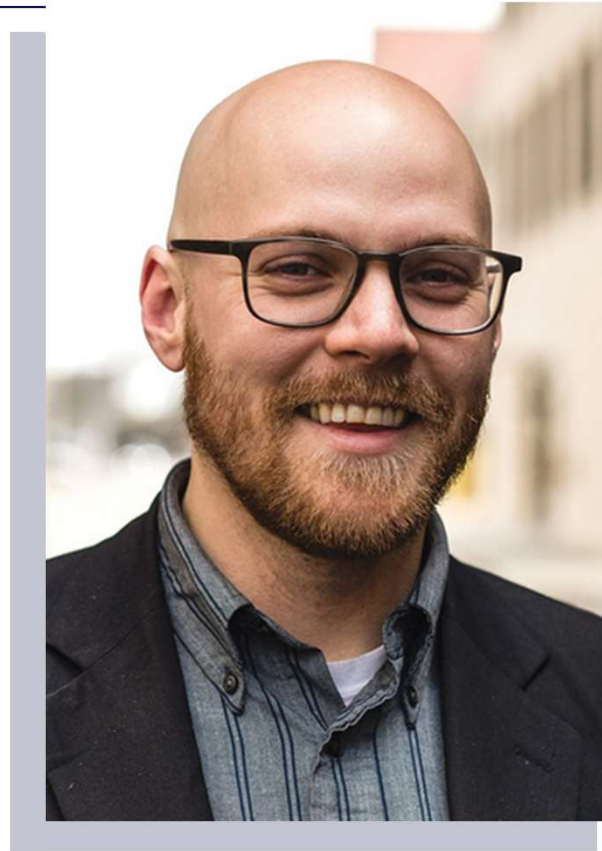
Graphs of Economic Impact

Potential Future Studies
to complete the picture

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





3C+D ECONOMIC IMPACT STUDY

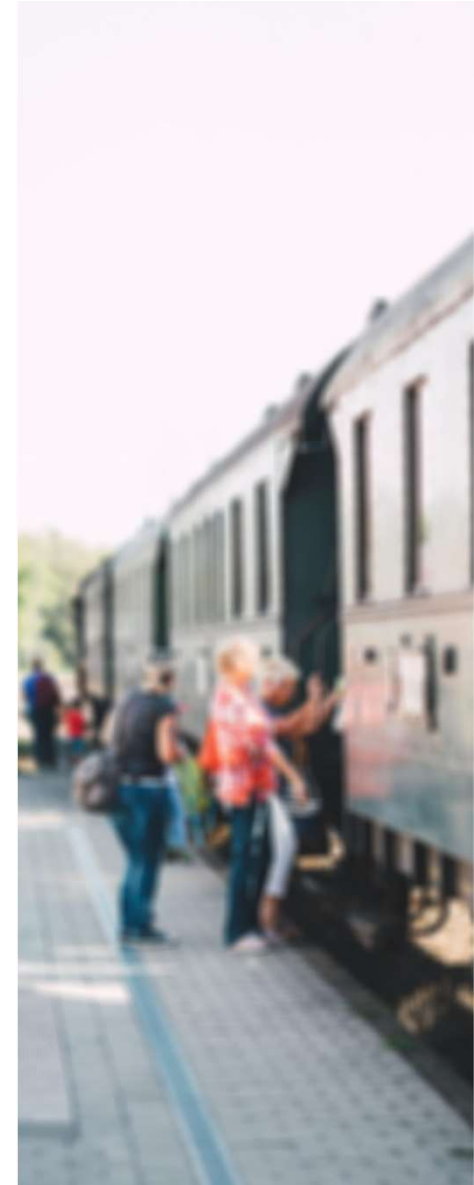
- Funded through a grant from the Columbus Foundation coordinated by All Aboard Ohio – **one corridor only (3C+D)**
- Performed by Scioto Analysis
- Study projects economic impact, employment, earnings, and tax revenue impacts for the proposed project's initial investment and ongoing ridership revenue.
- Illustrates the proposed project's initial investment and ongoing ridership revenue



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 consider 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.



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	129,00 - 259,000	\$7.9 - \$15.5 million





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 per year**
- **Initial job creation of 1,100 to 1,200 new jobs**
- **Statewide the initial investment will generate \$64,000,000 to \$66,000,000 in new wages**



STATEWIDE IMPACT OF 3C+D INVESTMENT BY REGION

This study also includes regional estimates of the impact of the investment. Regional impacts are listed in the table below.

Region	Time Horizon	Economic Impact	Jobs Created	Earnings Generated	Tax Revenue
Cleveland-Elyria	One-Time	\$14-24 million	150-240 jobs	\$8-14 million	\$490,000-\$530,000
	Annual	\$3.9-6.9 million	25-44 jobs	\$1.6-2.9 million	\$100,000-\$170,000
Greater Columbus	One-Time	36-48 million	400-520 jobs	\$22-29 million	\$900,000-\$1.2 million
	Annual	\$9-16 million	60-110 jobs	\$3.9-7.2 million	\$170,000- \$300,000
Greater Dayton	One-Time	\$21-27 million	220-280 jobs	\$12-16 million	\$720,000-\$930,000
	Annual	\$4.6-9 million	28-54 jobs	\$1.9-3.7 million	\$110,000-\$220,000
Cincinnati	One-Time	\$16-36 million	190-410 jobs	\$10-23 million	\$500,000-\$1.2 million
	Annual	\$8-15 million	60-110 jobs	\$3.6-6.9 million	\$190,000-\$360,000



GREATER COLUMBUS REGION

- Stations (*NOT CONFIRMED; part of planning process*): Downtown Columbus (Convention Center), city of Delaware, village of Crestline (near Mansfield)
- Total economic **initial impact** on region: \$36M - \$48M
- **Ongoing Annual economic impact**: \$9M - \$16M per year
- Generate **initial impact** of 400-520 jobs, mostly in construction



CINCINNATI REGION



- Stations: Cincinnati Union Terminal and Sharonville
- Total economic impact on region: \$16M - \$36M
- Generate 190-410 jobs, mostly in construction
- Annual economic impact: \$4.2M - \$8.1M per year





CLEVELAND/ELYRIA REGION



- Stations: Downtown Cleveland and near Cleveland Hopkins Airport
- Total economic impact on region: \$14M - \$24M
- Generate 150-240 jobs, mostly in construction
- Annual economic impact: \$3.9M - \$6.9M per year



DAYTON/SPRINGFIELD REGION

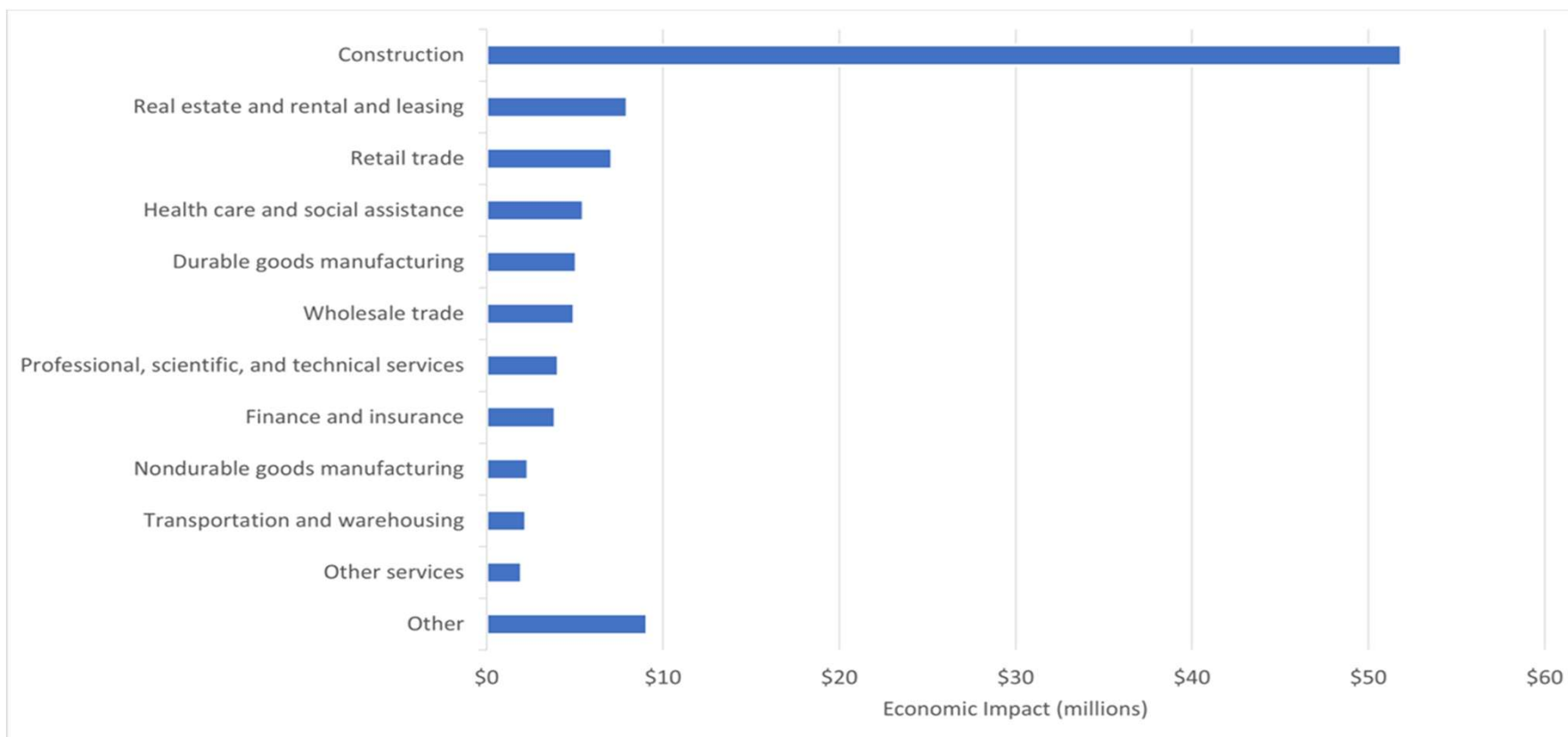
- Stations: Downtown Dayton, downtown Springfield
- Total economic impact on region: \$21M – 27M
- Generate 220-280 jobs, mostly in construction
- Annual economic impact: \$4.6M - \$9M per year





INITIAL STATEWIDE ECONOMIC IMPACT

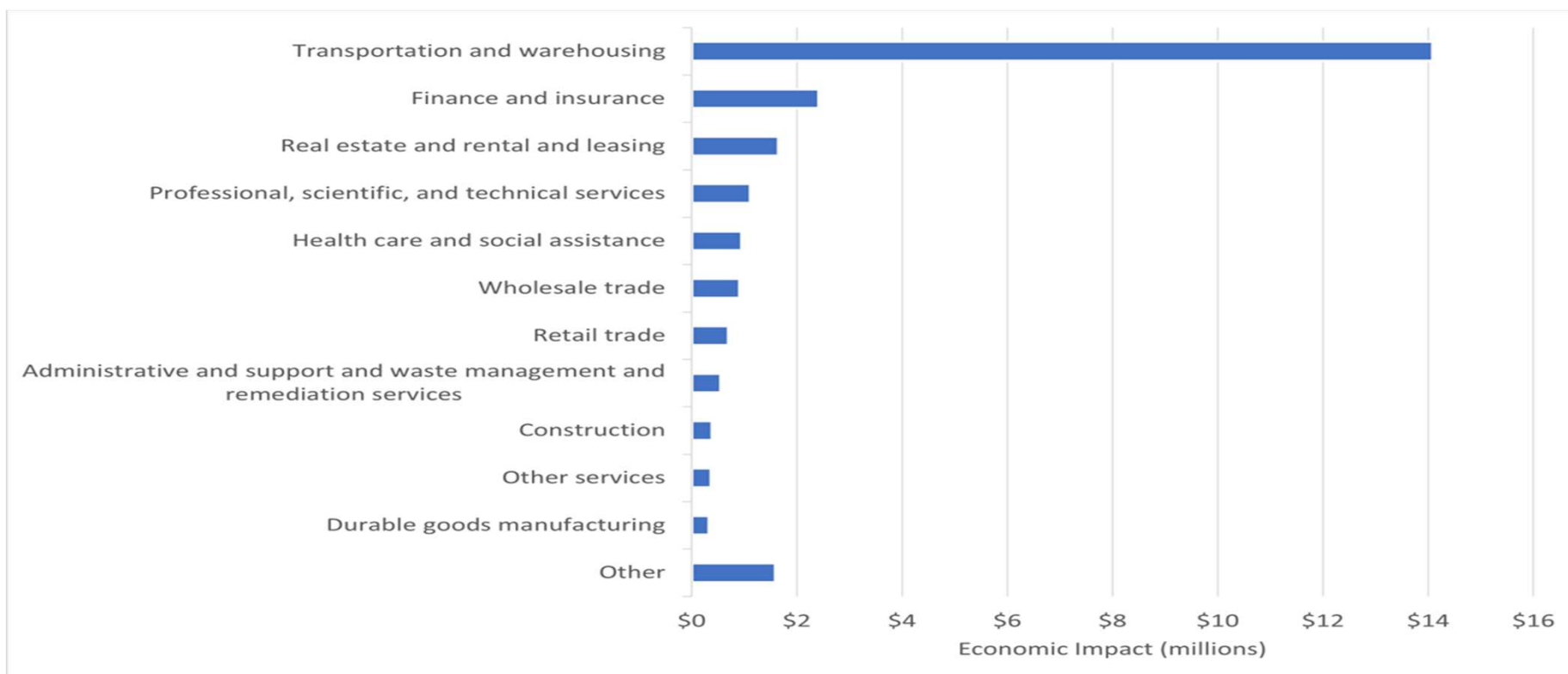
Total Economic Initial Impact of the 3C+D \$ 106,000,000 to \$107,000,000





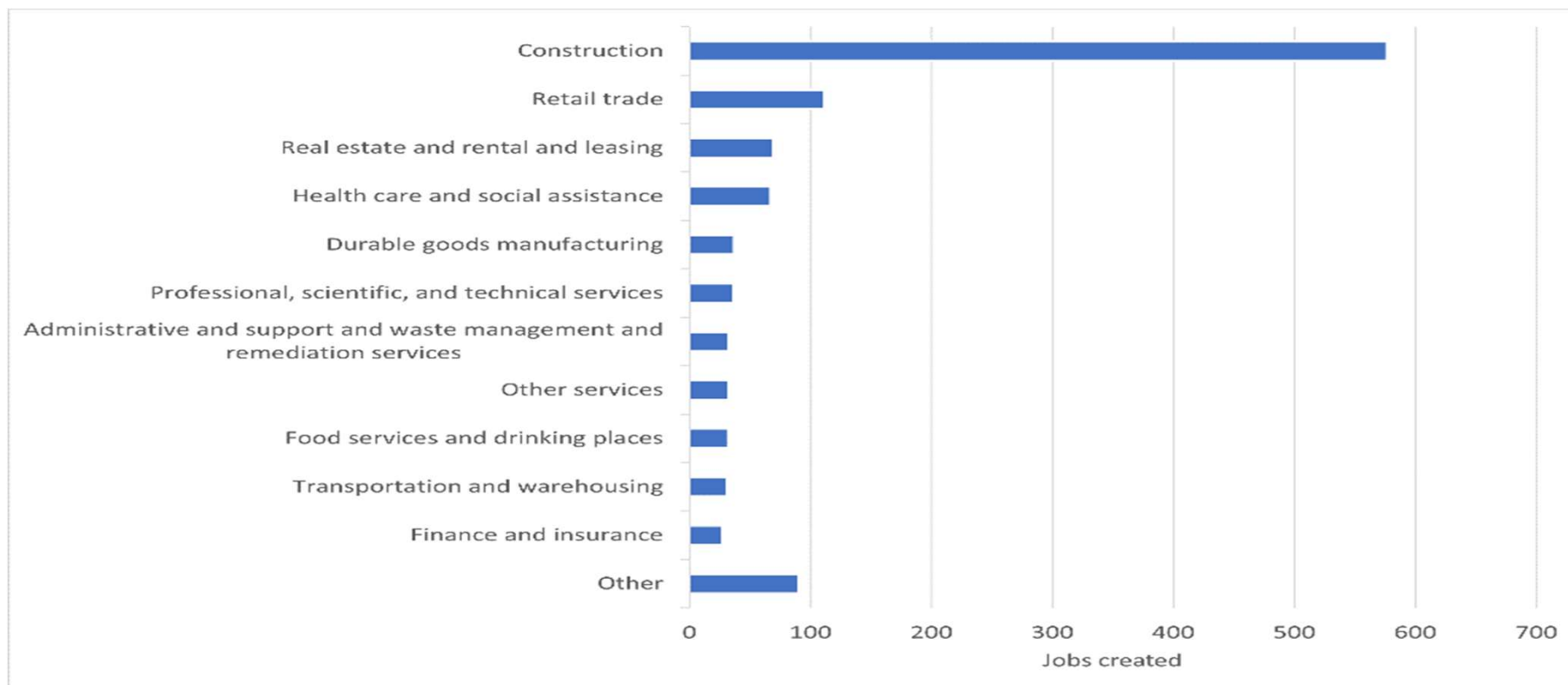
ONGOING ANNUAL ECONOMIC IMPACT SUPPORTED BY 3C+D BY INDUSTRY

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



INITIAL STATEWIDE EMPLOYMENT

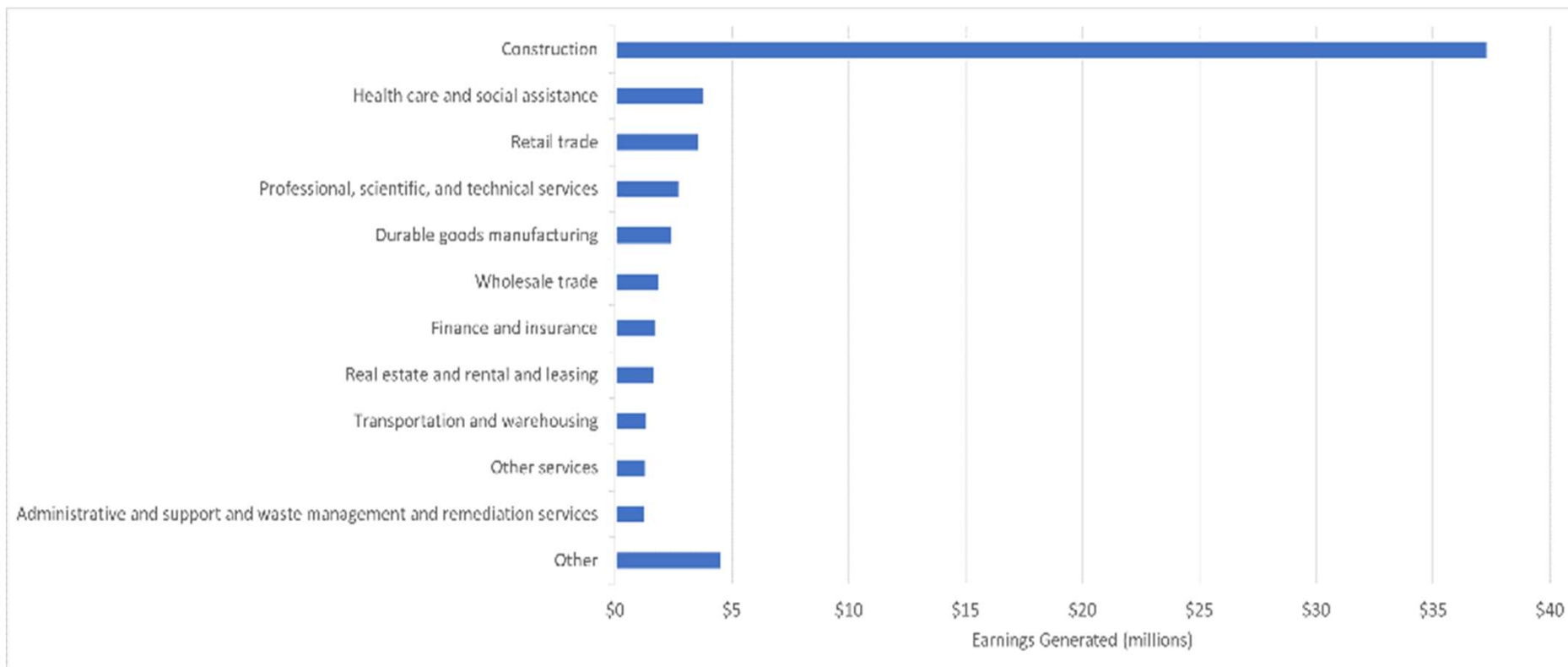
Initial creation of 1,100 to 1,200 new jobs in Ohio





STATEWIDE EARNINGS

Initial Statewide Investment will generate \$ 64,000,000 to \$66,000,000 in new wages for Ohio employees!



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





allaboardohio.org