

Moving Passengers and Products: The Ohio Hub Rail Plan



Ohio Rail Development Commission

March 2006

Freight and Truck Traffic is Increasing

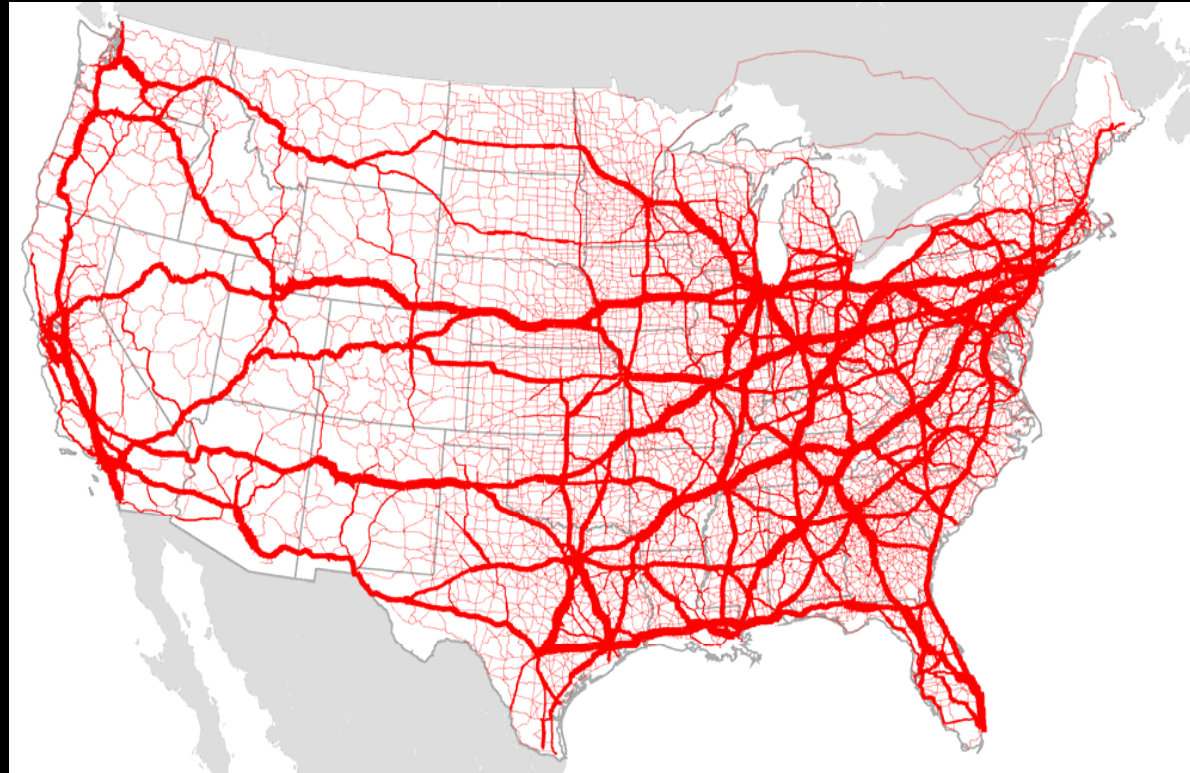


ASHHTO predicts a 57 percent increase in national freight traffic by 2020; ODOT predicts 79 percent growth in Ohio

Today's Freight Movement

Ohio's highways rank third in the greatest value of U.S. truck freight.

\$1.3 Trillion in business and goods, is shipped to and from Ohio by truck each year



Insufficient Transportation Capacity Equals An Immobile Economy

- More congestion means:
 - Higher costs
 - Less productivity
 - Reduced reliability
 - Longer shipping times
 - Fewer “just in time” deliveries
 - More wear and tear on highways
 - Declining competitiveness in the global economy



GOAL:

Expand capacity of the transportation system by improving the railroads for both freight and passenger trains

Trains Move Goods and People More Efficiently

- Trains take less space to carry more goods and people
- A diversified transportation system with increased capacity will maintain Ohio's competitive edge
- Truck and highway traffic will still grow, but at a slower rate



Trains Use Less Energy per Passenger Mile

- At one mile per gallon:
 - A fully loaded 300 seat passenger train achieves 300 passenger miles per gallon
- At 20 miles per gallon:
 - A fully loaded five passenger SUV achieves 100 passenger miles per gallon
- Trains are about three times more energy efficient than automobiles



Ohio Hub Study Feasibility Results



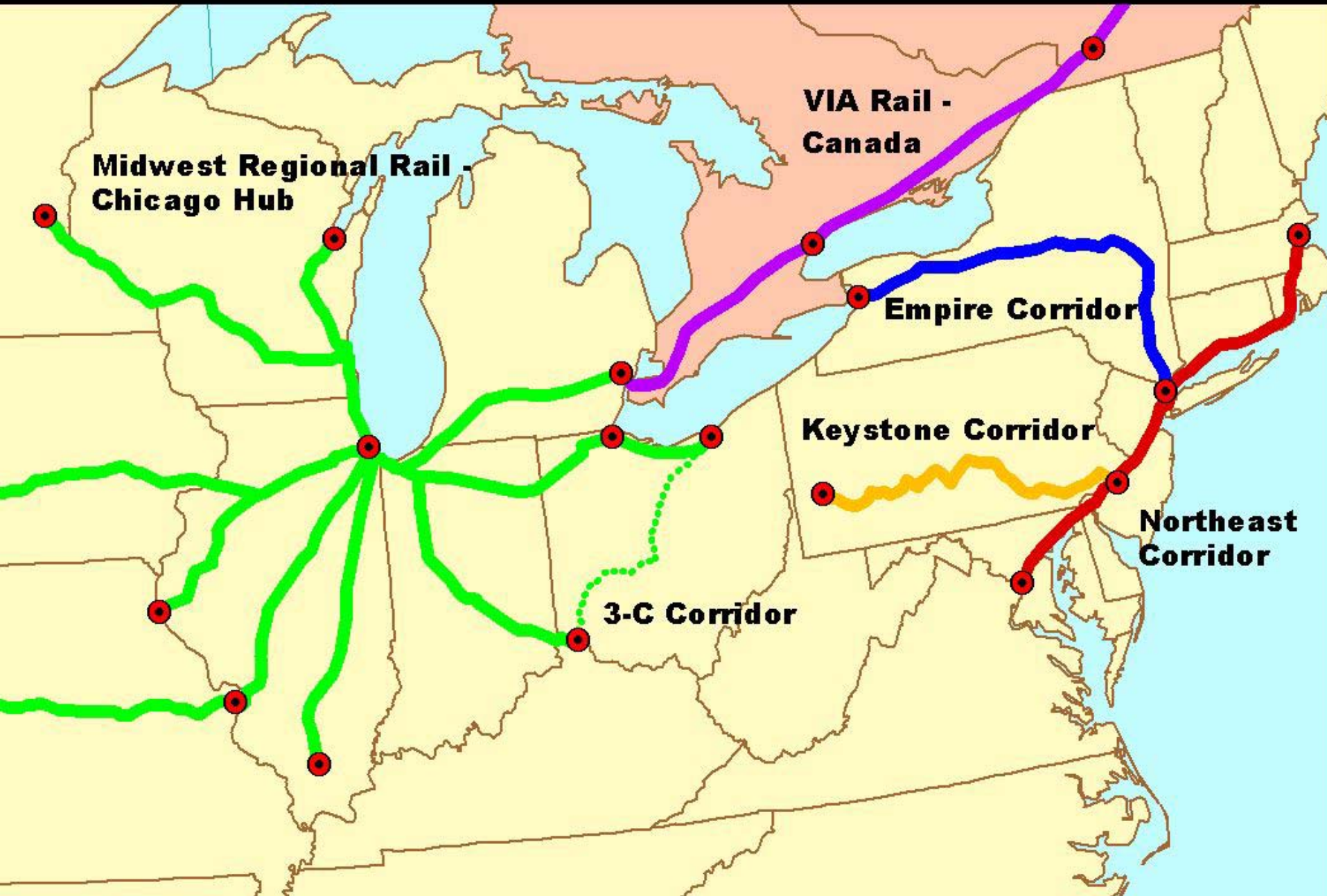
Ohio & Lake Erie Regional Rail

The Ohio Hub System

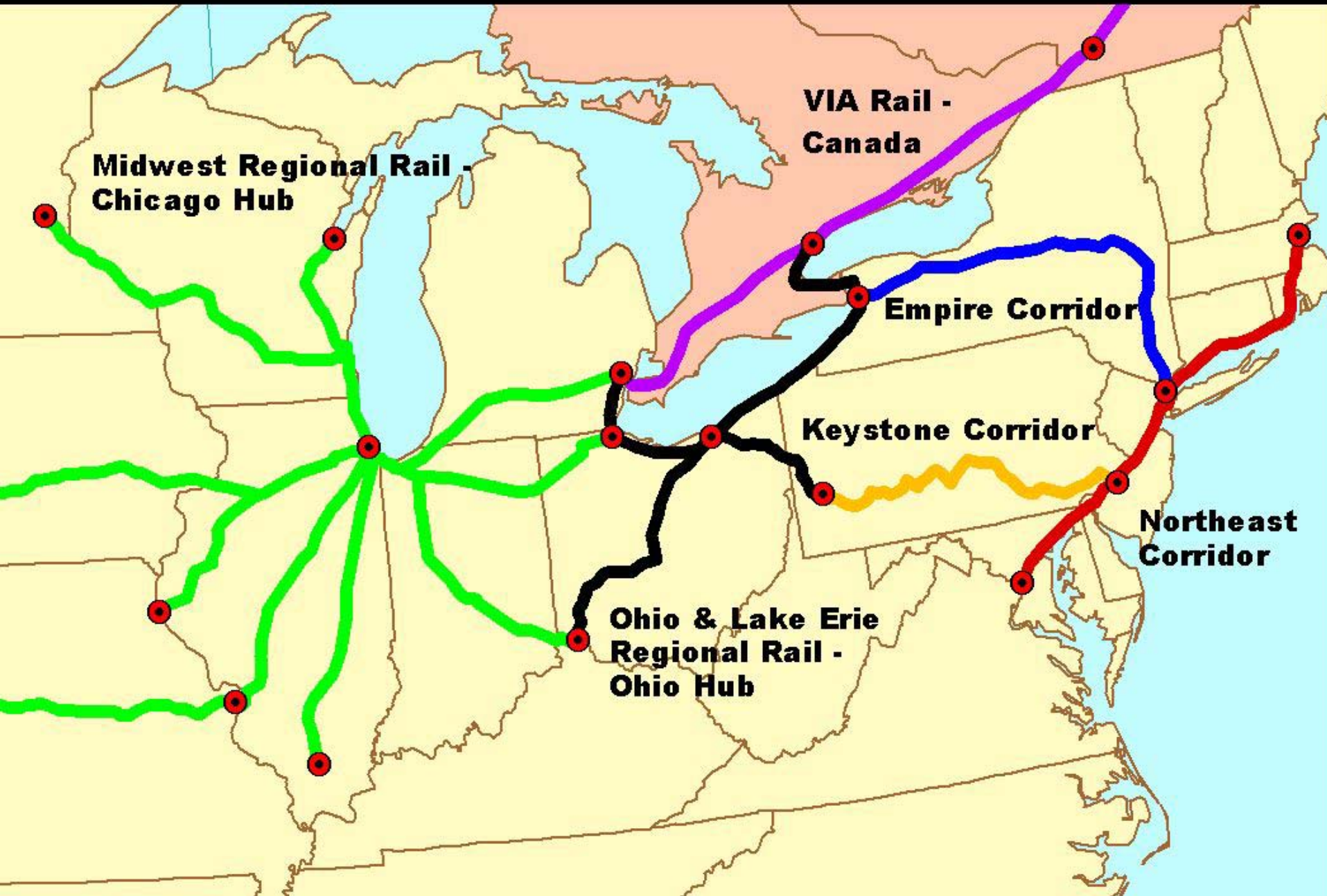


860 miles - 32 stations
4 States and Southern Ontario
11 major metro areas
22 million people

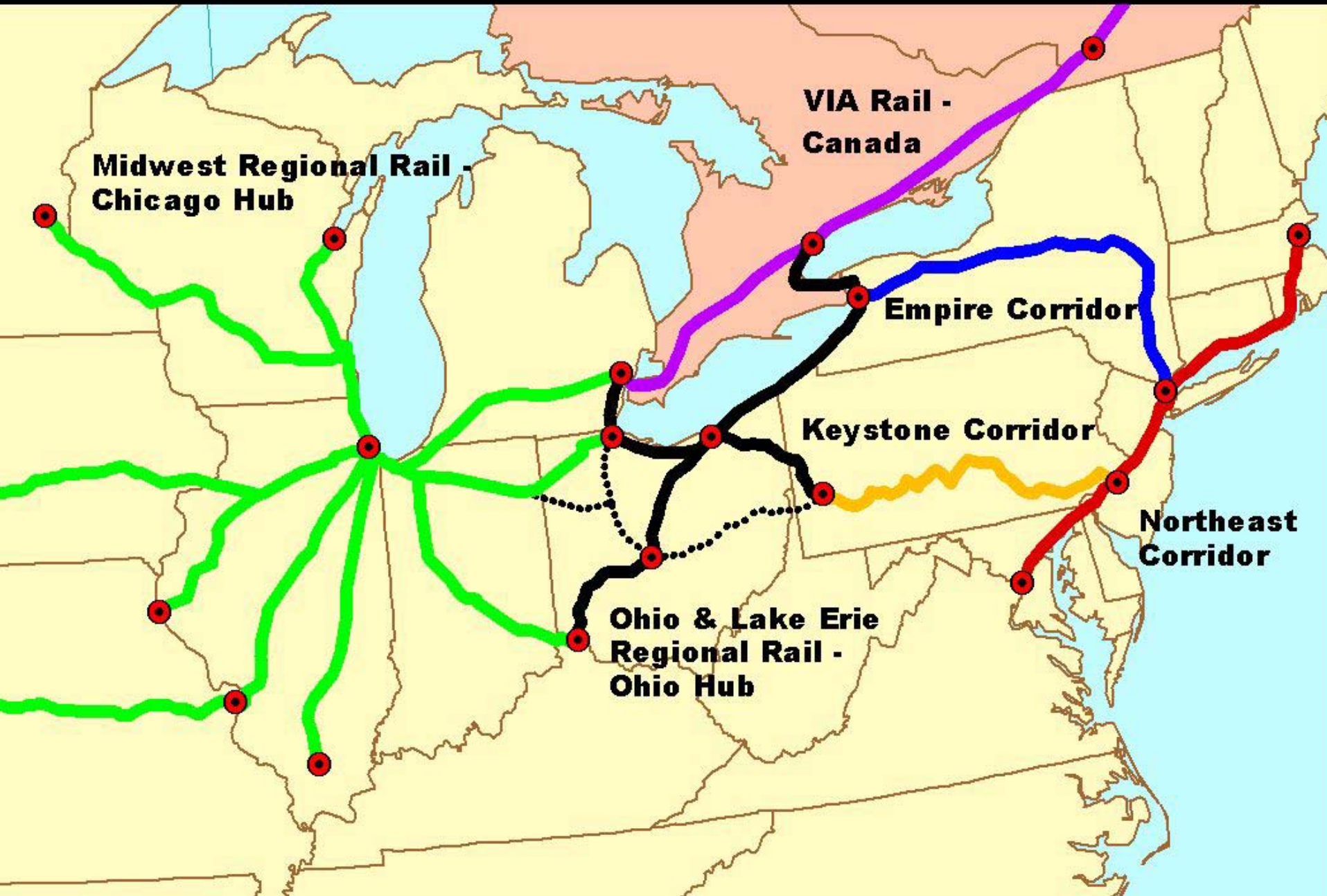
An Interconnected Rail Network



An Interconnected Rail Network



An Interconnected Rail Network



Innovative Business Approach

- A re-capitalized and re-vitalized railroad system will create commercial opportunities
- Aggressive management of passenger operation and ancillary services
- Increased railroad share of freight market by improving capacity, reliability, and efficiency

Feasibility Study Objectives



- As a start-up service
- As a stand-alone system
- As part of a national network.
- 79-mph top speed
- 110-mph top speed

The Envisioned Passenger Rail Service:



- **Fast, Frequent, and Reliable**
 - Same-Day Round Trip Service
 - Five to Eight Trains a day
 - Top Speed: 110 mph
- **Competitive travel times**
 - Columbus to Cleveland: 1:38
 - Columbus to Cincinnati: 1:51
 - Columbus to Toronto: 6:20
 - Columbus to Chicago (approx): 3:53
 - Columbus to Toledo (approx): 2:10
 - Columbus to Pittsburgh (approx): 3:15



- Convenient Stations
- Comfortable Trains
- On-board Services



Convenient Connections for Passengers

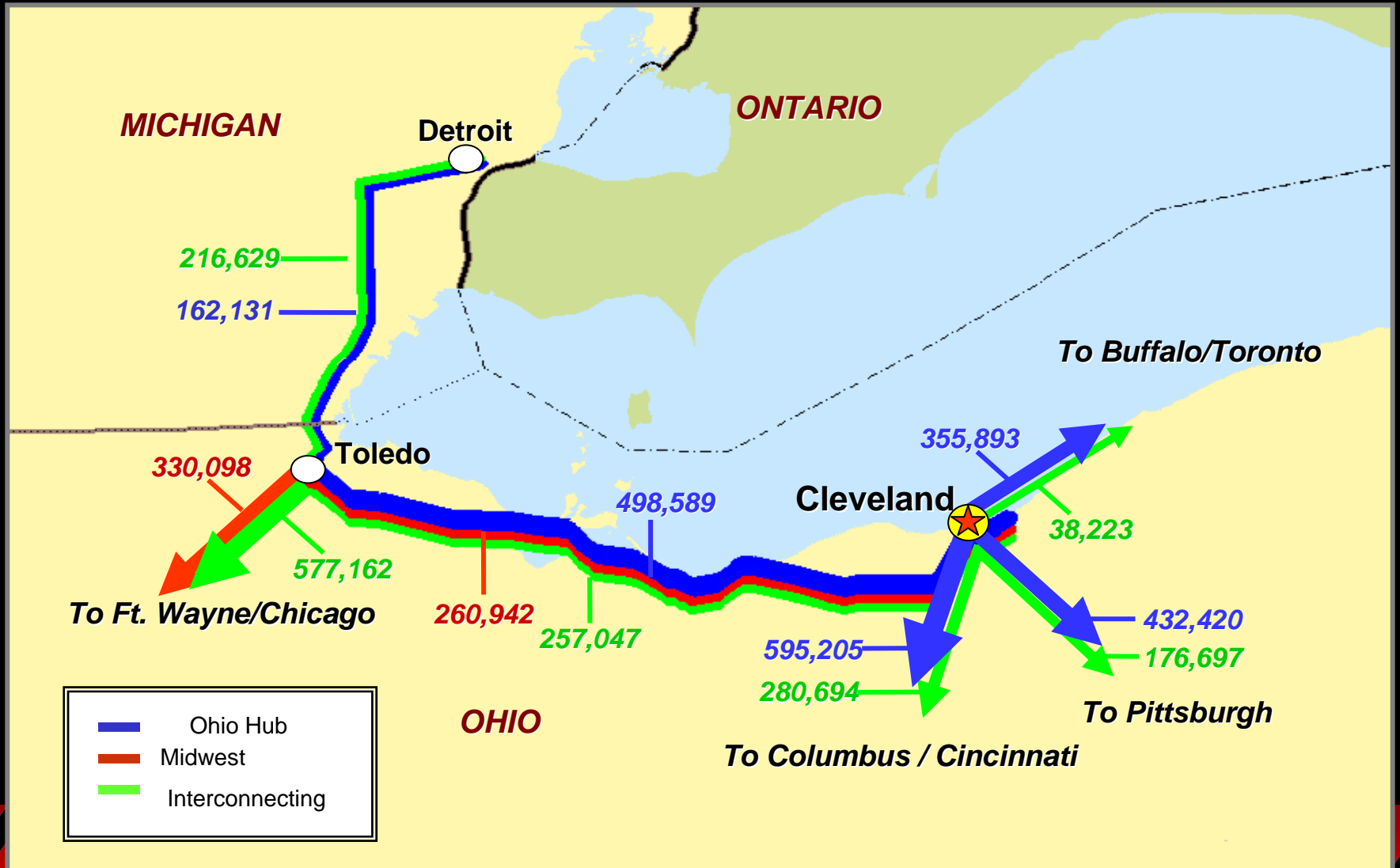
- Airports
- Tourist attractions
- Sports franchises and entertainment facilities
- Cultural, academic and research institutions
- Over 200 million square feet of office space



Connections to a National Network Attracts More System-wide Riders

	<u>Annual Riders</u> <u>in 2025</u>
• Start-Up Service	819,000
• 79-mph Stand-Alone	1,868,000
• 79-mph with Midwest Regional Rail	2,487,000
• 110-mph Stand-Alone	2,633,000
• 110-mph with Midwest Regional Rail	3,236,000

Midwest Regional Rail Connections Improve Overall System Performance



Improved Operations and Other Benefits for Freight Railroads



- Expanded railroad capacity
- Rehabilitated railroad infrastructure
- New signals and dispatching systems
- Fair compensation for right of way and track maintenance

Capital Costs are Comparable to Other Transportation Investments

- Start-up service \$500 million
- 79-mph system \$2.7 billion*
- 110-mph system \$3.32 billion*

* Assumes capital cost sharing with the Midwest Regional Rail System

Rail Delivers People, Products... and Jobs

- 6,600 construction jobs
- 6,000 indirect jobs
- 1,500 permanent rail operating jobs
- \$1 billion increase in property values
- Household income increased by \$120-\$610
- Annual tax revenues increased by \$28 million
- More detailed analysis to follow




Federal Funding is Required

- Project funding is contingent upon a national passenger and freight rail improvement program
- Leverage federal money through state expenditures in grade separations
- Proposed Federal Legislation (SB 1516)
- Moving ahead now gets us “in the queue”

Public and Agency Feedback

(Based on 9-Month Outreach Effort)

1. “We need this.” “Build it now.”
 2. “It will bring jobs and economic development”
 3. “Increasing transportation capacity is critical”
 4. “Preserve freight rail corridors”
 5. “The connections to the national network, airports and local transit are important”
 6. “Leverage existing state rail/transportation dollars to match federal funds”
 7. “Pursue federal funding”
 8. “Add routes”
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Additional Routes

Study Goals

Columbus-Chicago;
Columbus-Pittsburgh;
Columbus-Toledo



1. Conduct a comprehensive assessment of Ohio's potential interstate passenger rail corridors
2. Recommend a regional rail network
3. Revise the Ohio Hub system plan and implementation strategy

Additional Routes Study Partners and Consultants



1. Indiana Department of Transportation
2. Amtrak and railroads
3. Local communities along proposed routes
4. Consultants:
 - Transportation Economics & Management Systems
HNTB Inc.

Local Planning Issues will be Resolved Under the National Environmental Policy Process

- Alternative routes
- Station locations
- Passenger and freight train operations
- Railroad capacity improvements
- Potential joint development with commuter rail



Next Steps and Decision Points

2006

- Complete study of additional lines
- Complete Economic Impact Study
- Continue to support MWRRS
- Support federal funding
- Pursue funding sources to advance National Environmental Policy Act (NEPA) Project Development Process

Fiscal Year 2007 Earmark Request

- \$5.8 Million to conduct Tier 1 Programmatic Environmental Impact Study (NEPA) and obtain a Record of Decision
- A Record of Decision enables Ohio to capture dollars from existing state transportation projects – such as the grade separation program – as the state share of a federal program
- Moving ahead now:
 - Puts project “in the queue” for when a national passenger and freight rail improvement program is in place
 - Identifies and preserves critical railroad infrastructure

Let us know what you think!



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