Agenda

• Welcome, Opening Remarks and Announcements
• Working Group Reports:
  – Air Services
  – Economic Development
  – Transportation
• Featured Presentation and Discussion:
  Port Columbus – Transportation Considerations for a Multimodal Future
• General Highlights of InterVISTAS Presentation – Bill Swelbar
• Administrative Matters
Presentation Overview

• Understanding existing transit and rail:
  – Mike Bradley, COTA
  – Matt Dietrich, ORDC
    • Len Wagner (Columbus and Ohio River Railroad)

• Chicago to Columbus passenger rail

• Case Studies – High-level reviews

• In-depth case studies
  – Memphis
  – Salt Lake City
  – Tulsa

• Next steps
Understanding Transit: COTA Presentation

- Planning efforts to enhance transit service from CBD to Port Columbus
- Transit System Review
- Potential Rail Corridors - CBD to Port Columbus
Current COTA Airport Service

- **Line 52 OSU/Airport**
  - Express service, OSU to Port Columbus
  - Operates at start and end of semesters

- **Line 92 James/Stelzer**
  - Port Columbus to Easton, east side of Columbus
  - Transfer required to connect to CBD
Potential Short Term COTA Bus Route: Downtown to Port Columbus
Transit System Review

- New connections to the Polaris area
- New service to high density development in Dublin
- Connection to business park in New Albany
- Connections from the East side to Gahanna and Easton area
- New service connecting the west side of the region
- Improved frequency in Grove City
- More frequent service east of Hamilton Rd.
- Very frequent network service to the central city
- More frequent service, 7 days a week to Rickenbacker

Draft Proposed Network

- 15 min or better
- 16-30 min
- 30-60+ min
- Peak only
- Peak only (60 min)
- Frequency change
- Branch
- End of line
- Transit center
- Park & Ride
- Outside service area
- County boundaries

Slide courtesy of COTA
Transit System Review – CBD to Port Columbus
Potential Rail Corridors: CBD to Port Columbus

Slide courtesy of COTA
• Rail industry currently financially healthy
  – Shortline Railroads used for retail
  – Class 1 Railroads used for wholesale
• Public ownership in rail
• Panhandle Line
Public Ownership in Rail

• 1980’s-1990’s – public entities preserved rail lines divested by large railroads in limited circumstances

• Today approx. 11% of rail property in Ohio is publicly owned; all operations contracted to private railroad operators
  – Ex. Panhandle Rail Line
State-Owned Rail Assets

Slide courtesy of ORDC
Panhandle Rail Line

• Panhandle line is a part of a former mainline from Pittsburgh to Indianapolis
  – Line abandoned west of Columbus
  – In process to abandon eastern portion
• Public stepped in to stop abandonment
• Purchased by State of Ohio in 1992
Panhandle – Franklin County

Slide courtesy of ORDC

Sources: Esri, DeLorme, HERE, TomTom, Intermap, Increment P Corp, GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community.
Panhandle Rail Line

- Operated by the Columbus & Ohio River Railroad (C&OR) since 1992
- ORDC/C&OR 5-year Operations agreements until 2012
- 2012 ORDC and C&OR negotiated a new 25-year operating lease
- Control Point (CP 138) congestion near downtown
Chicago to Columbus Speed Rail Initiative

- Service anchored in Columbus and Chicago
- Ohio stops in Marysville, Kenton, and Lima
- Indiana stops at Fort Wayne, Warsaw, Plymouth, Valparaiso, and Gary
- 10 daily trains to Columbus from Chicago
- At least 4 express trains running at speeds of up to 110 mph
- Chicago-Columbus trip in 4 hours or less
- Potential rail station at Port Columbus?
Chicago to Columbus Rail Initiative Status

- Completion of feasibility study
- Recent announcement of MOA
- Tier I Environmental Impact Study – funding possibilities
Case Studies:
What Has Inspired Us?

- 18 Communities selected:
  - Minneapolis
  - St. Louis
  - Baltimore
  - Seattle
  - Portland
  - Cincinnati
  - Denver
  - **Memphis** *
  - Phoenix
  - San Antonio
  - **Salt Lake City** *
  - Vancouver, BC
  - Dallas
  - **Orlando** *
  - Boston
  - Indianapolis
  - **Tulsa** *
  - Broward County, FL
    (Miami to Palm Beach rail line)

*Selected for project proponent conference calls*
Memphis

• Airways Transit Center (ATC)
  - Opened in November 2011
  - Design includes considerations for future rail

• Project resulted from collaboration
  – Memphis Area Transit Authority (MATA)
  – Greyhound
  – City of Memphis

• Conference call with MATA Planning Manager
Memphis Airways Transit Center – Owned by MATA with major, long-term tenant Greyhound
Constructed to accommodate light rail
Memphis – ATC Site Layout

- 9 acres
- 30,000 square feet
- 34 bus bays
- 86 auto parking spaces
- 3 taxi stands
- 62 bike racks
- Passenger lobby
- Greyhound offices/package express
- Police substation
- Community room
- Greyhound light maintenance shop
- Public art
Memphis – ATC Site Renderings

Slide courtesy of MATA
Memphis – ATC Built Site

Slide courtesy of MATA
Salt Lake City

- Robust light-rail transit system
- Currently 5 light-rail lines:
  - 3 federally funded (80/20)
  - 2 locally funded
- Early engagement with railroads
- Conference call with former Utah Transit Authority General Manager
Tulsa

- Tulsa to Oklahoma City trial passenger rail line
- Rail line recently sold to a freight carrier, Still Water Central
- Still Water Central agreement to 6-month trial
- Conference call with a stakeholder
Orlando

- Sunrail and the Orlando airport intermodal transportation center (development process underway)
- Sunrail line has been a success
- Used primarily for commuters to alleviate congestion on I-4
- First phase completed in May 2014
- Second phase (north and south extensions) expected in 2016
Orlando Airport Automated People Mover (APM) and Intermodal Facility

- 2 adjoined terminals:
  - Automated People Mover (APM) station
  - Intermodal facility featuring:
    - Future rail connection
    - 2,400 space, 6-level parking garage
    - Grown transportation connections
      - Taxis
      - Car rentals
      - Local transit
      - Intercity buses
Orlando ATM and Intermodal Center Site Renderings
Next Steps

- Concluding case study conference calls
- Loop Study addendum Scope of Work
- Analysis of current alternate transportation infrastructure
- Forming recommendations around the theme of “connectivity”
  - A regional intermodal transportation hub
  - Improving connections to CBD and beyond
  - Leveraging efforts to make Port Columbus Ohio’s airport