

City of Hilliard Passenger Rail Station Feasibility Study

Final Report
March 19, 2024

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Executive Summary

Executive Summary

AECOM was asked to evaluate two sites to determine the feasibility of developing a passenger rail station facility to serve the City and the region.

Our analysis indicates that either site is feasible for the proposed use, and that the site should be designed to accommodate 20,000 arrivals and departures per year, pending FRA development of intercity rail service that includes the existing CSX Scottslawn Secondary Subdivision Corridor.

Further, the City of Hilliard should seek to be included as a stakeholder for the Corridor ID process as it relates to the Chicago-Ft. Wayne-Columbus-Pittsburgh (Midwest Connect) line.

FRA Corridor ID and Long-Distance Study Routes



Conceptual Design, West Site



Conceptual Design, East Site

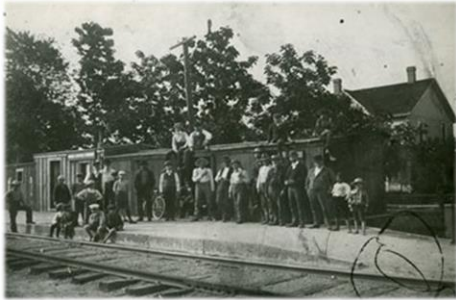
Site Advantages

| | | |
|---|--|--|
| <p>Feasibility Study concludes both station sites as viable options</p> | <p>Large percentage of regional population within a short drive</p> | <p>Design provides for a multi-modal transportation hub</p> |
| <p>Both evaluated sites can be designed to accommodate 20,000 – 100,000 arrivals & departures per year and provide room for future growth if needed.</p> | <ul style="list-style-type: none"> – Population within a 15-minute drive: 493,444 – Population within a 30-minute drive: 1,429,007 | <ul style="list-style-type: none"> – Passenger rail station – Bus Transit (current & future COTA lines) – Multi-use trail access – Shuttle (on-demand micro-transit) |
| <p>Land previously purchased for proposed locations</p> | <p>Location within an existing mixed-use district</p> | <p>Justice40 conditions addressed with proactive planning & development</p> |
| <p>The foresight and leadership of Hilliard City Council resulted in key parcels being purchased in 2016 & 2022 on each side of the rail line, providing station options and room for future expansion.</p> | <p>Immediately surrounding the station location is a wide variety of convenient amenities including restaurants, grocery stores, retail and hotel options.</p> | <ul style="list-style-type: none"> – Currently fifty-nine percent (59%) of residents in the Cemetery Road Focus Area, where the station would be located, earn less than \$40,000/year. – The percentage of disadvantaged residents within a 30-minute commute of the station equals 23.4% (334,615) of total population within the same commute. – The City’s 2023 Comprehensive Community Plan states this area of the City should redevelop with: <ul style="list-style-type: none"> – A transportation hub providing a mix of safe and affordable options. – A mix of housing options, including affordable housing. |
| <p>Ease of access to & from Interstate 270</p> | <p>Location adjacent to area planned for significant redevelopment</p> | |
| <p>Located near the north & southbound Interstate 270 exits, the site allows for quick and convenient access in & out of the station.</p> | <p>The City’s 2023 Comprehensive Community Plan calls for the Cemetery Road Focus Area to redevelop as a mixed-use district that is a regionally significant economic development hub.</p> | |

Hilliard's Railway Heritage

Hilliard's Railway Heritage

1850's



- John Reed Hilliard repurposes three box cars to create a depot, and plats 200 lots adjacent to Columbus, Piqua & Indiana Railroad Tracks
- Hilliard enjoyed daily round trip service to Union Station in Columbus

1890's



- New depot facility built along Center Street at Main Street to better facilitate communication and movements of goods and people



1940's



- Passenger rail service through Hilliard discontinued in 1944, but freight rail continued on the Penn. Railroad (PRR) through 1962 when it became more advantageous to ship goods through the interstate system

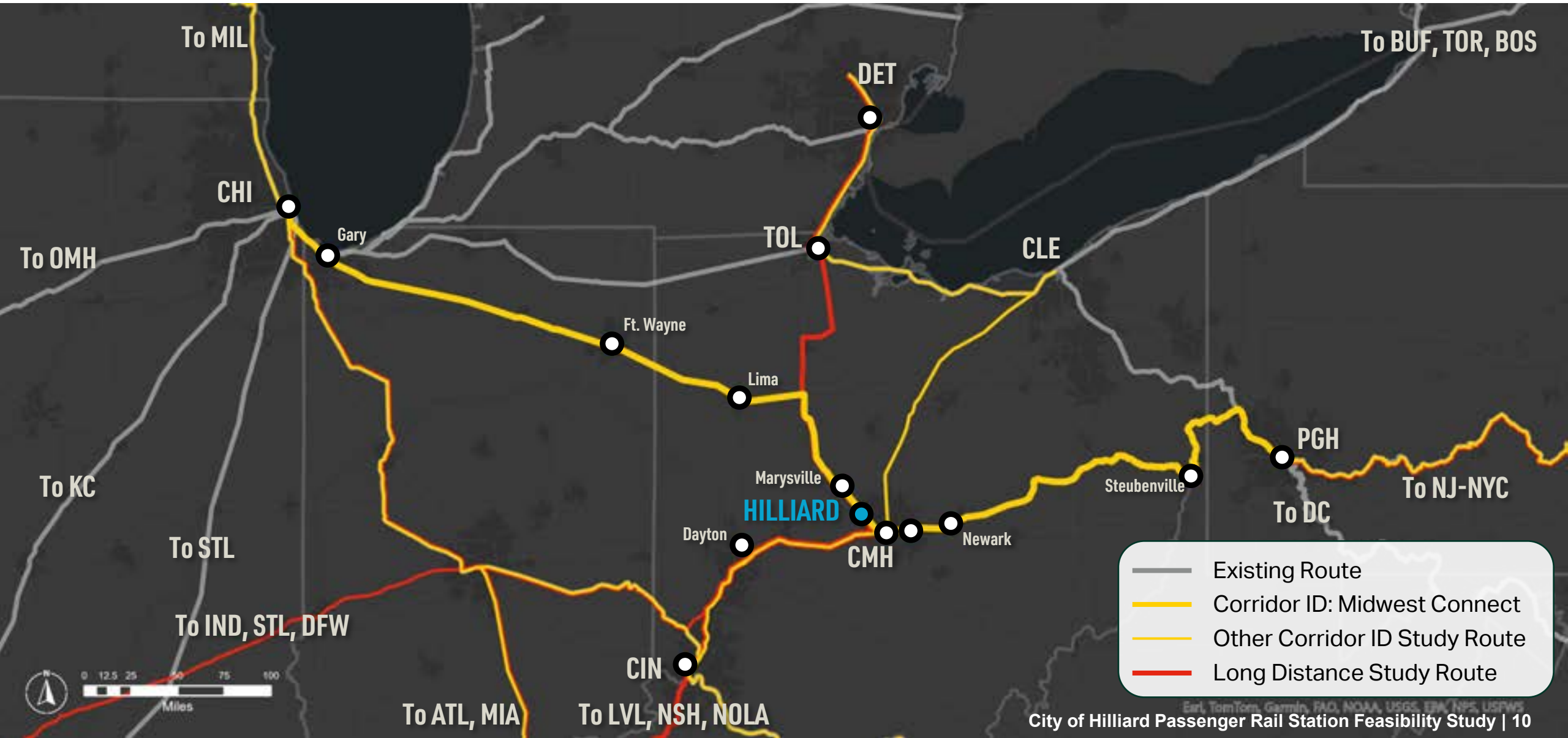
Present



- The Hilliard Historical Society purchased the depot structure from PRR and restored it for placement at Weaver Park, along with a caboose and other train artifacts
- Hilliard's Station Park was built on the original depot site in 2015

Federal Rail Administration Corridor ID & Long-Distance Studies

FRA Corridor ID and Long-Distance Study Routes



Corridor ID vs. Long-Distance Service Study

| | FRA Corridor Identification and Development (Corridor ID) Program | FRA Long-Distance Service Study |
|-----------------------------|---|--|
| Objective | A comprehensive planning and development program that will help guide intercity passenger rail development throughout the country | Evaluation of the restoration of daily intercity passenger rail service along discontinued or infrequent routes |
| Route Length | Routes must be less than 750 miles <u>or</u> be currently utilized for non-daily long-distance service | Routes must be more than 750 miles and can be routes previously discontinued <u>or</u> previously undeveloped |
| Corridor Development | New corridors, or modest or significant improvements to existing corridors | Utilizes existing corridors |
| Funding Available | FRA will provide \$500,000 grants to local sponsors to prepare an introductory Service Development Plan (SDP) | Federal and non-Federal funding sources to implement development will be identified by the study |

Federal Rail Administration: Corridor ID Process

The Corridor Identification and Development (Corridor ID) Program is a long-term commitment between local and regional entities and the Federal Rail Administration. To be successful, the City of Hilliard needs to be visible and positioning throughout the process.



- Monitor and comment on Scope, Schedule, and Cost Estimate for preparing a Service Development Plan (SDP)
- **Advocate for Hilliard**

- Determines the corridor alignment
- Determines stations and locations
- **Advocate for Hilliard**

- Application required
- NEPA environmental review – required before property can be acquired with federal funding
- Apply for site acquisition dollars
- **Leverage investment in complementary services**

Federal Rail Administration: Long Distance Service Study

FRA's Long-Distance Service Study was released Feb. 20, 2024, and includes two prospective routes that would connect through Central Ohio:

- Dallas/Ft. Worth - New York City
 - Utilizes the “3C+D” corridor between Cincinnati and Columbus
 - Utilizes the “Midwest Connect” corridor between Columbus and Pittsburgh

- Detroit - New Orleans
 - Utilizes a new connection between Detroit and Dunkirk and the “Midwest Connect” route between Dunkirk and Columbus
 - Columbus Bypass: It may make more sense to utilize the former Buckeye Yard site to bypass an in/out maneuver in Downtown Columbus
 - Utilizes the “3C+D” corridor between Columbus and Cincinnati

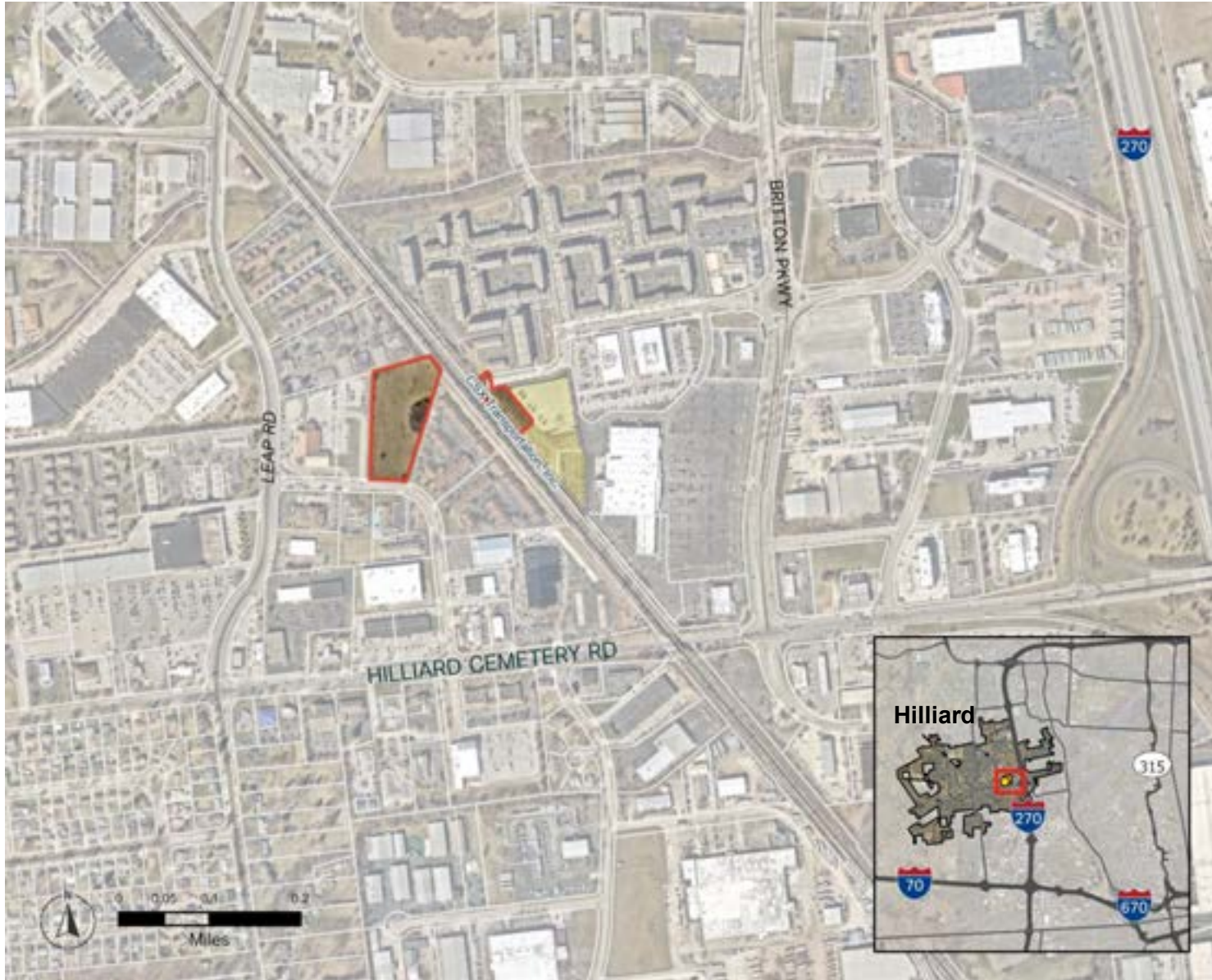


Federal Rail Administration: Long Distance Service Study



Station Location Assessment

Station Location Assessment



Subject Site Ownership

The City of Hilliard has prioritized the opportunity to develop a passenger rail station facility by acquiring land along both sides of an active freight rail corridor.

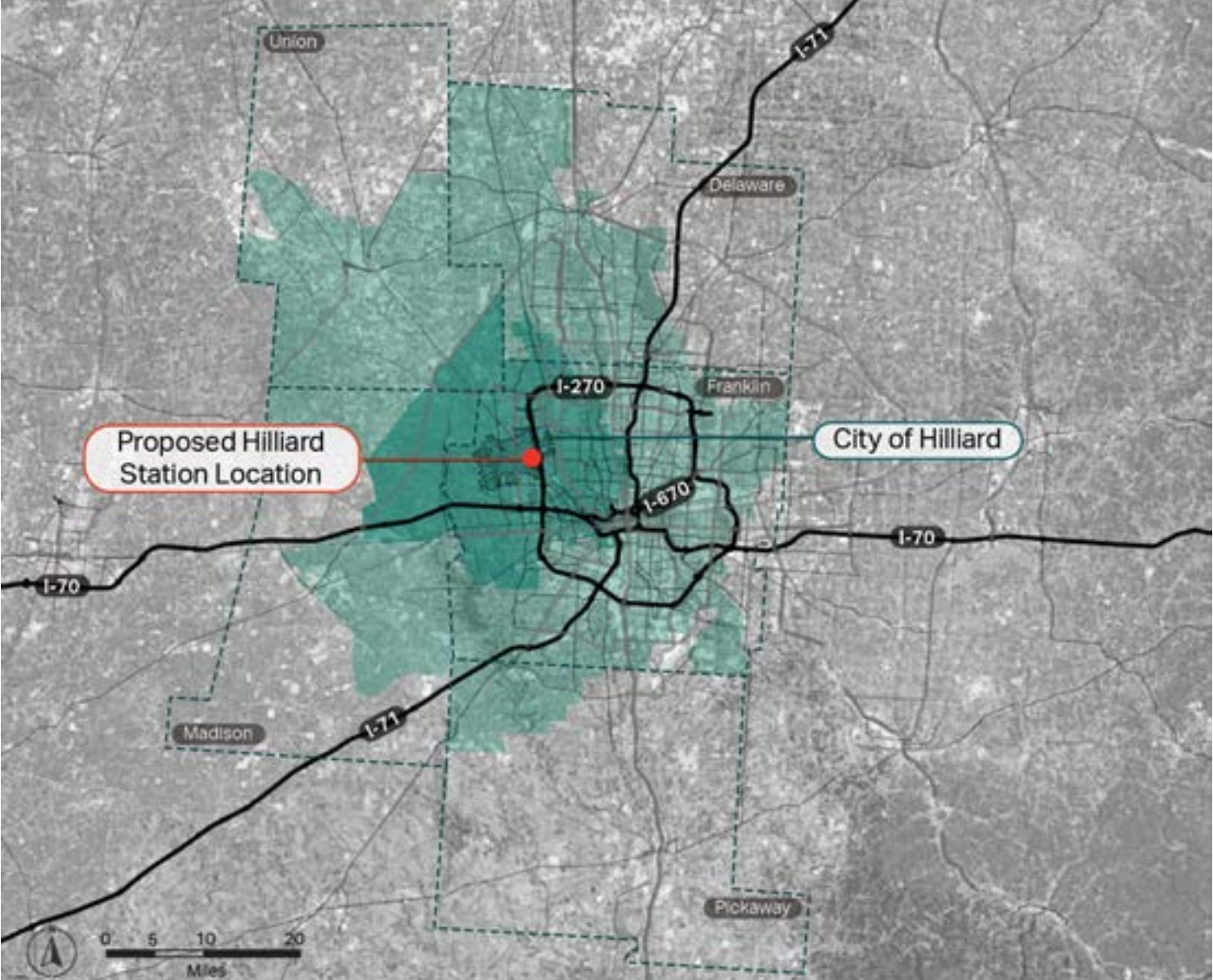
West Site

| Parcel ID | Acres | Address | Owner | Acquisition |
|------------|-------|-----------------------|------------------|-------------|
| 050-003274 | 2.8 | 3978 Brown Park Drive | City of Hilliard | 9/2/2022 |

East Site

| Parcel ID | Acres | Address | Owner | Acquisition |
|------------|--------------|---------------------------|----------------------|-------------|
| 050-011179 | 0.65 | Britton Parkway | City of Hilliard | 6/26/2016 |
| 050-011174 | 1.92 | Britton Parkway | HTA Hilliard II LLC | 4/6/2016 |
| 050-011178 | 1.05 of 2.71 | 3939-3959 Britton Parkway | Echo Hilliard II LLC | 9/9/2013 |

Station Location Assessment



Regional Proximity to Populations

| | 15-Minute Drivetime | 30-Minute Drivetime |
|---|-----------------------------|-----------------------------|
| Population | 493,444 | 1,429,007 |
| # Residing in Disadvantaged Tract (Justice40) | 19,883 | 334,615 |
| % Residing in Disadvantaged Tract | 4.0% | 23.4% |
| Min/Max Medium Income by Tract | Min: 16,337 Max: 213,947 | Min: 16,337 Max: 221,518 |

Sources: US Census, EJ Screen
 Methodology: Reachable Census Tracts by Drivetime

Both sites are positioned with proximity to I-270, which allows a significant amount of the region’s population to reach either site within a 30-minute drive. If Federal funds are used to construct the facility, the site’s proximity to disadvantaged populations within the region may bode better for this site under [Justice40](#) evaluation than for sites further from I-270.



Station Location Assessment: Justice40

US Dept. of Transportation on Justice40:

Justice40 is **not a one-time investment**, nor is it a single pot of money. Rather it is a **government wide initiative** that makes a series of changes to **ensure benefits reach communities most in need**.

Through Justice40, USDOT will work to increase **affordable transportation** options, that **connect** Americans to good-paying **jobs, fight climate change**, and improve **access** to resources and **quality of life** in communities in every state and territory in the country.

Source: [Transportation.gov/equity-Justice40](https://www.transportation.gov/equity-Justice40)

“When done right, transportation policy can transform economies, connect people to opportunities, and empower underserved communities to build generational wealth for the future.”

Source: [US DOT Justice40 StoryMap](#)

Station Location Assessment: Justice40

The City of Hilliard passenger rail location aligns with the goals of Justice40 and advances the on-going vision of this initiative by encouraging equitable transit-oriented development:

The proposed location is situated within the **Cemetery Road Focus Area** of the City of Hilliard's **2023 Comprehensive Community Plan**. The plan utilized a 2021 Mid-Ohio Regional Planning Commission (MORPC) study that reimagines the corridor as a distinctive place, a regionally significant economic development hub and an area that could leverage future regional transit opportunities.

Equity and representation are critical to future development such that current residents and workers will not experience displacement or gentrification. Through implementation of the City's Community Plan, focus will be placed within this corridor on ensuring affordable housing options are maintained and incorporated into future redevelopment.

Currently, 59% of residents in the Cemetery Road Focus Area earn less than \$40,000 per year.

Station Location Assessment: Justice40

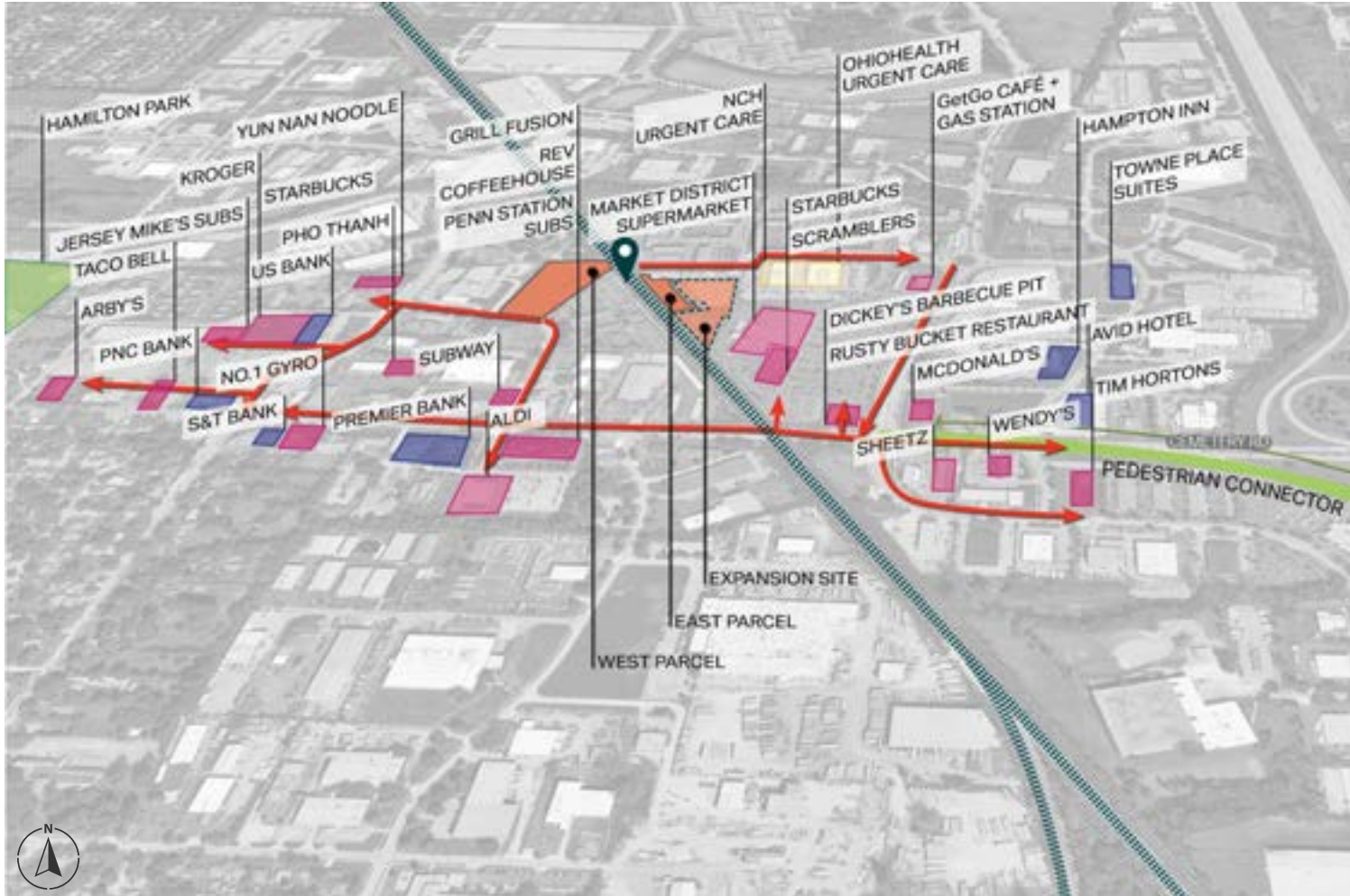
The City of Hilliard passenger rail location aligns with the goals of Justice40 and advances the on-going vision of this initiative by providing affordable and safe transportation options:

The Hilliard passenger rail location would serve as a multimodal hub that would provide affordable and safe transportation options.

Passenger rail, COTA bus transit services, a multi-use trail, and point-to-point shuttle services would all exist as components of this site, providing transportation options to all residents, including our underserved communities.

Of the total population of 1,429,007 that live within a 30-minute commute of the station location, 334,615 (23.4%) meet the Justice40 criteria of disadvantaged.

Station Location Assessment



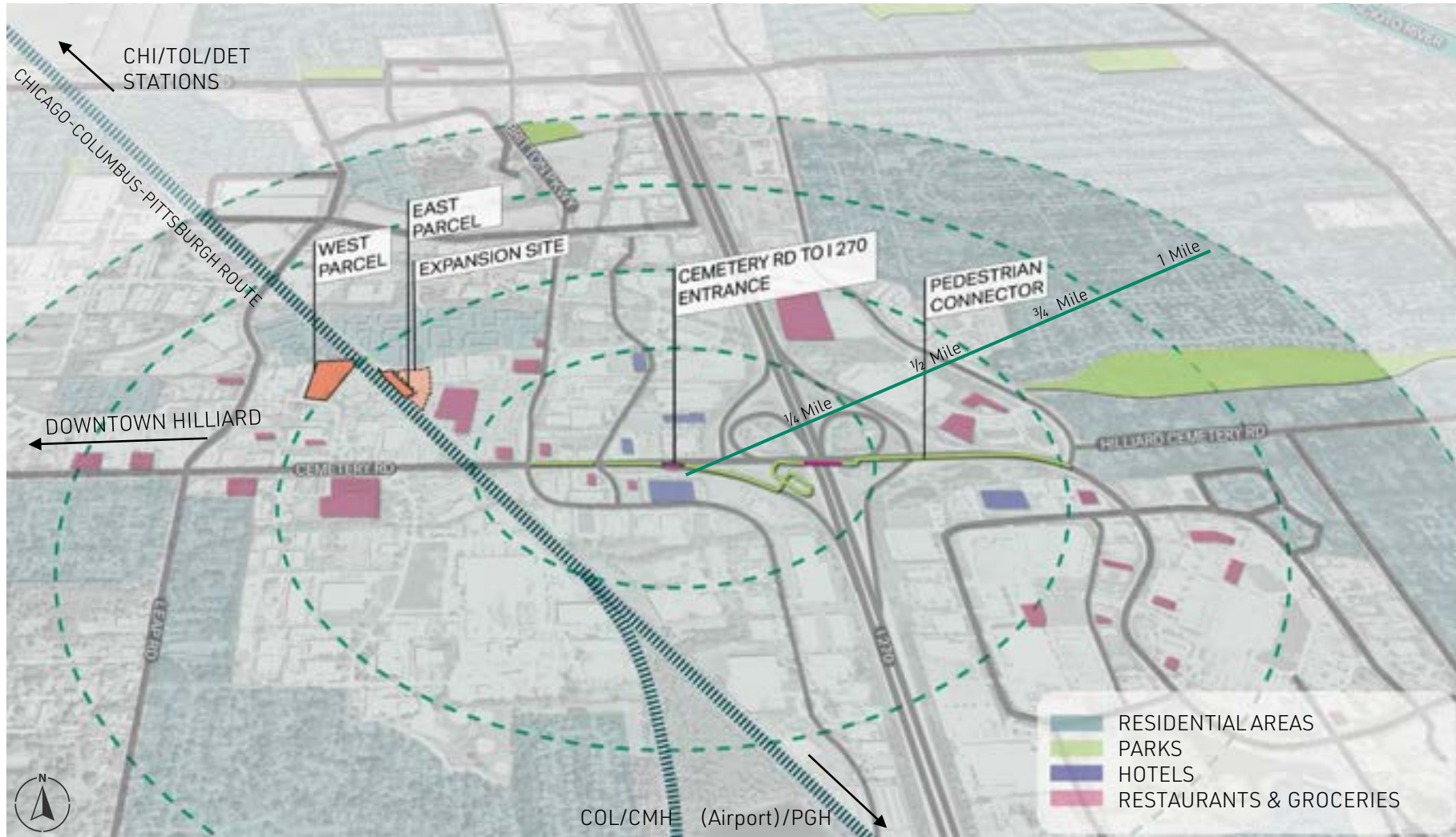
Importance of Infill Development

Both sites are located in established districts surrounded by a mix of uses and supported by existing infrastructure. As Central Ohio continues to experience steady population growth, it will be vital to support development inside of existing growth areas.

The district has a variety of amenities for passengers as they arrive and depart from Hilliard; hotel, cafes, restaurant, grocery stores and other community services in the vicinity will serve and benefit from passenger rail traffic.

The Cemetery Road Focus Area is identified as an Urban-scale mixed-use district providing opportunities for future transit in the Hilliard Community Plan (2023). Location of Passenger Rail Station Facility in this district will support this concept and allow for further transit investment over time.

Station Location Assessment



Regional Connectivity

Both sites enjoy easy access to and from Interstate 270 via Cemetery Road and are located within walkable proximity to homes and businesses in Hilliard.

Hilliard's \$11.5M federally funded stand-alone Pedestrian Connector over Interstate-270 will connect the city's Gateway to the Mill Run Corridor, approximately one mile to the east.

Conceptual Design Process

Design Criteria



Image: East Lansing, MI Station, MDOT/Amtrak



Image: Arcadia Valley, MO Station, Amtrak



Image: Homewood, IL Station, HFChronicle.com



Image: Princeton, IL Station, Vaughn/City of Princeton

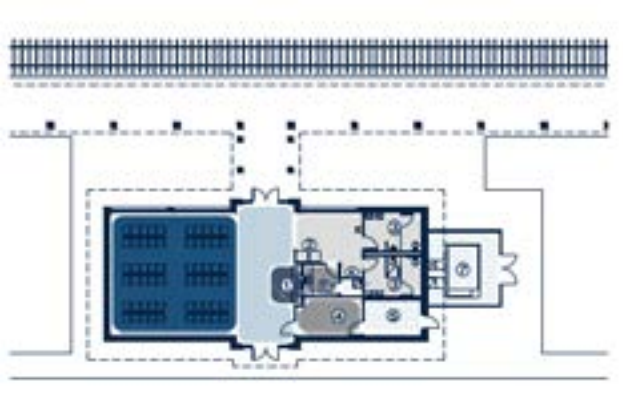
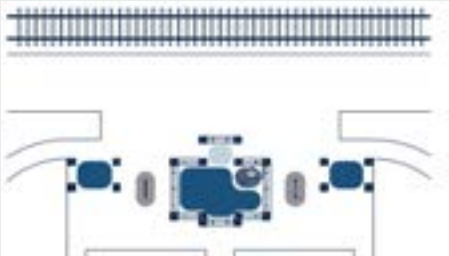
Site Considerations

- Land must have clear ownership or contractual use agreement and be clear of any use or easement encumbrances
- Stormwater management
- Availability of Utilities

Facility Considerations:

- Provision of parking for 20k riders per year
- Provision of bus and bicycle facilities
- Provision of bus and vehicular circulation
- Compliance with Zoning Regulations

Amtrak Station Planning and Development Guidelines

| Type | Amtrak Design Guide Reference | Service Level | Features |
|---------------|--|---|---|
| Caretaker (3) |  | <p>Type 3 Caretaker Stations typically serve 20,000 to 100,000 Amtrak passengers annually.</p> <p>Typically equipped with self-service kiosks and restroom facilities.</p> <p>Not typically staffed, no baggage or deboarding assistance.</p> | <ul style="list-style-type: none"> • Lighting • Platform Benches • Signage • Ticket Services • Waiting and Boarding • Self-Service Kiosk • Station Host/Volunteer • Caretakers Office • Custodial Closet • Mechanicals • Community Room • Restrooms/Fountains* • Vending Machines* |
| Shelter (4) |  | <p>Type 4 Shelter Stations typically serve fewer than 20,000 Amtrak passengers annually.</p> <p>May not have on-site ticketing kiosk, relying on e-ticketing</p> <p>Not typically staffed</p> | <ul style="list-style-type: none"> • Lighting • Platform Benches • Signage • Ticket Services • Waiting and Boarding • Self-Service Kiosk • Trash and Snow Removal • Trash and Recycling Receptacles* • Station Host/Volunteer* |

*context dependent component

Station Design Reference

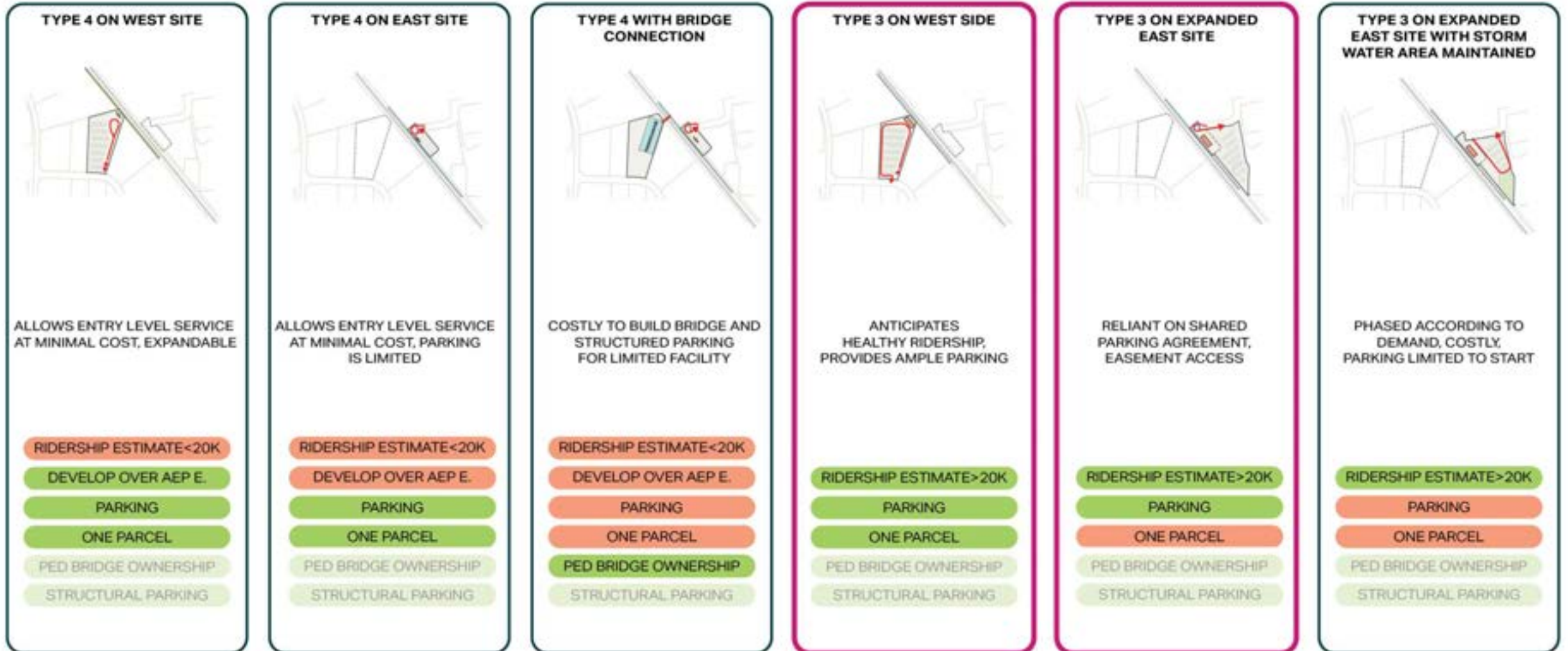
The Federal Rail Administration does not specify the service provider during the Corridor ID process. Most corridors will be served by Amtrak, though some may be served by private operators.

Amtrak Station Planning and Development Guidelines provide typology references that are defined by ridership volume.

This study recommends a Type 3 (Caretaker) station, as expected annual ridership is greater than 20,000.

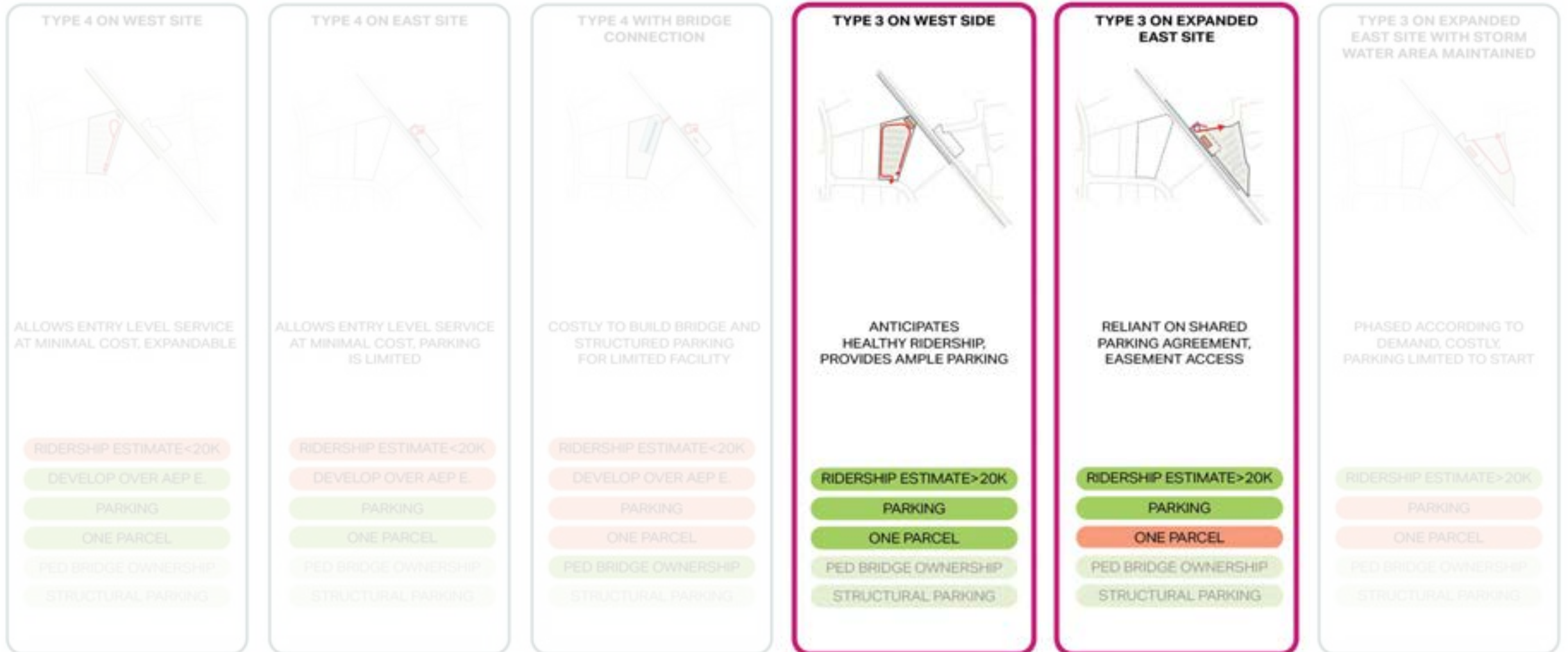
Conceptual Design Process

AECOM prepared a series of conceptual drawings to visualize Amtrak Type 3 and Type 4 Stations on both parcels and analyzed each concept with respect to the identified design criteria.



Conceptual Design Process

The highlighted concepts were identified as the most appropriate concepts to review for a fit-test analysis because they address the anticipated ridership volume and best utilized their respective sites.



Test-Fit Analysis



Design Drivers

- Minimum 20k annual arrivals and departures
- Respects B-2 Zoning, driveway spacing, buffering

Access Features

- Parking Spaces: 166
- Long-Term Parking Revenue
- Bus access and circulation
- Short-term vehicular drop-offs
- Micromobility hub

Test-Fit Analysis



Design Drivers

- Minimum 20k annual arrivals and departures
- Potential stormwater reconfiguration
- Relies on approval of condominium members
- Future expansion possible at plaza

Access Features

- Parking Spaces: 134 if existing parking is unchanged, 190 if expanded over existing stormwater
- Long-Term Parking Revenue
- Bus access and circulation
- Short-term vehicular drop-offs
- Micromobility hub



Conceptual Cost Model

Conceptual Cost Model: Single Site



| Hard Costs | West Site | East Site |
|--|----------------------|----------------------|
| Track Improvements | 1,920,000 | 1,920,000 |
| Train Controls | 2,362,000 | 2,362,000 |
| Platform and Station Building w/ Restrooms | 1,755,763 | 1,910,294 |
| Demolition, Sitework, and Utility Relocation | 1,713,875 | 1,713,838 |
| Stormwater Management | 3,562,500 | 3,562,500 |
| Mobility and Parking | 924,464 | 1,307,108 |
| ROM Hard Costs | \$ 12,238,601 | \$ 12,775,740 |

| Soft Costs | West Site | East Site |
|---|---------------------|---------------------|
| Professional Services (27% of Construction) | 3,304,422 | 3,449,450 |
| Unallocated Contingency | 1,560,422 | 1,628,907 |
| ROM Soft Costs | \$ 4,864,844 | \$ 5,078,356 |

| SINGLE SITE TOTAL ROM | West Site | East Site |
|--------------------------------------|----------------------|----------------------|
| ROM Total Hard and Soft Costs | \$ 17,103,446 | \$ 17,854,096 |

NOTE: Cost Model is based on 2023/24 costs; acquisition and legal costs not included

Conceptual Cost Model: Site Expansion



Expandability

The conceptual designs were developed as stand-alone facilities to accommodate 20k passenger arrivals/departures per year. If passenger volume increases, the ability to serve more passengers will eventually be limited to the amount of parking provided. In such a case, a pedestrian walkway would connect the original facility to an expansion area that would provide additional parking, mobile ticketing and an additional siding.

ROM Cost for Pedestrian Bridge:

- Includes fully enclosed truss bridge and elevator and stairs on both sides
- ROM Cost: \$15,391,000 (hard + soft costs)

Tradeoffs Analysis

Matrix of Considerations, Opportunities, and Constraints

| | Option 1 Type III on West Site | Option 2 Type III on East Site | Considerations |
|------------------------------|-----------------------------------|-----------------------------------|---|
| Land Cost | ● | ● | East Site requires lease/purchase to expand parking, reconfigure stormwater |
| Development Cost | ● | ● | Conceptual Cost Model indicates similar cost to develop either site |
| Parking Capacity | ● | ● | Provision of ample, secured, long-term parking is crucial to viability |
| Site Functionality | ● | ● | East Site is Furthest from Leap Rd at-Grade crossing |
| Catalytic Development | ● | ● | West Site has greater potential for catalyzing development |
| Access to Amenities | ● | ● | East Site has direct access to high-quality amenities |

Key: ● Optimal ● Neutral ● Challenging

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Appendix

Appendix Contents

- 1. Site Constraint Details**
- 2. Matrix of Considerations, Opportunities, and Constraints**
- 3. Zoning Standards Analysis**
- 4. Corridor ID Procedural Steps and Decision Points**

Site Constraint Details

Opportunities and Constraints - Detail

Known Easement

Instrument: [201402180019801](#)

Grantor: ECHO Continental Hilliard (Since conveyed to City of Hilliard)

Grantee: American Electric Power

This Easement conveys all necessary and convenient rights for the Easement's use, including, without limitation, the rights to: construct, operate, maintain, inspect, protect, repair, replace, enlarge, upgrade, extend or remove utility facilities and relocate within the Easement, all necessary and convenient facilities which include but are not limited to; conductors, conduits, enclosures, grounding systems, foundations, manholes, and associated equipment, adding thereto from time to time; perform grading or filling for such facilities; cut, trim, remove and/or otherwise control, with herbicides or by other means, at Grantee's option (without any liability to Grantor), any trees, limbs or branches, brush, shrubs, undergrowth, of whatever size, buildings, structures, pavement, or other obstructions that in Grantee's reasonable judgment endanger or interfere with the safety or use of its facilities, both within and adjoining the Easement. **Notwithstanding anything to the contrary contained herein, unless otherwise consented to by Grantor in its sole discretion, all improvements shall be underground. Within the Easement, Grantor shall not: place any structures, piles or debris, change the level of the ground by excavation or mounding without Grantee's written consent, except as Grantor determines is necessary' in connection with installation of a planned bike path;** allow any construction that would be inconsistent with the National Electric Safety Code or Grantee's design standards, nor permit or cause any excavation, except for other utilities, provided such utilities rights do not conflict with this Easement. **This Easement also conveys the right of ingress and egress in and over any reasonable routes at all times.** If any governmental authority requires Grantee to relocate the facilities contemplated by this grant, this Easement conveys the right to relocate such facilities to a comparable location of Grantee's choosing, without the need for a new easement.



Opportunities and Constraints - Detail

Known Utility Infrastructure

West Site (Brown Park Drive) is currently served by public sanitary sewer and is proximate to an existing public water main

East Site (Heybridge Avenue) is not currently served by public infrastructure; water and sanitary service on nearby parcels is provided by private infrastructure. Private stormwater infrastructure exists nearby and may be a possibility for future tie-in if additional capacity exists.



Matrix of Considerations, Opportunities, & Constraints

Matrix of Considerations, Opportunities, and Constraints

| Item | Priority | Opportunities | Constraints | Action |
|-----------------------|----------|--|--|---|
| Land Cost | Moderate | Federal Funds may be available to assist with additional land acquisition, development costs | Fiduciary responsibility to taxpayers to be judicious with funds | Proceed with right-sized plan and a Wishlist if additional investment is needed |
| Development Cost | High | Shared Parking Agreement with Echo enables development of East Site | Utilization of East Site requires complete reconstruction of parking and stormwater | Secure agreements with Condominium owners, secure ground lease, SPA, etc. |
| Parking Capacity | High | City owns West Site, support for 166 spaces including a station | Availability of parking is paramount to station viability | Determine ridership and appropriate parking needs, secure an SPA or ground lease |
| Site Functionality | High | West Site is ready to develop | East Site requires negotiation with Echo for utilities and SPA, and AEP for easement | If East Site is favored, negotiate utilities, easement, and parking |
| Resulting Development | Low | Both locations are proximate to amenities | Private ownership of parcels and willingness to redevelop | City may wish to acquire and flip parcels if they become available |
| Access to Amenities | Moderate | East Site's advantage is direct access to newly developed amenities | West Site is located in an area with limited recent investment | If West Site is chosen, enable and incentivize redevelopment adjacent development |

Zoning Standards Analysis

Zoning Standards for B-2 as applicable to West Site

Table 1127-4b

Posted Speed Limit: 25 MPH

Minimum Driveway Spacing: 185ft

Table 1111-3a

Max Building Height: 35ft

Front Parking Setback: 20ft

Front Building Setback: 50ft

Side Setback: 20ft

Rear Setback: 30ft

Zoning Standards as applicable to East Site

As part of the Gateway at Hilliard PUD, zoning would need to be amended to accommodate the passenger rail station.

Corridor ID Procedural Steps & Decision Points

Step 1: Corridor Development Initiation and Scope, Schedule, and Cost Estimate for Preparing a Service Development Plan (SDP)

Key Take-away: Hilliard needs position itself for a place at the table during Step 2: Service Development Plan

This first step sets the parameters and players for the remainder of the process. Engagement at this step will determine whether Hilliard will remain on the board moving forward into the Service Development Plan.

We recommend:

- Identifying the project sponsor (ORDC, MORPC, other) and request to join an associated stakeholder group
- Monitoring and commenting on Corridor Development Initiation and Scope, Schedule, and Cost Estimate for Preparing an SDP
- Advocating for Hilliard as a preferred location for a metro-Columbus west-side capture station location
- Considering potential land needs. Federal funding may be available for property acquisition, but likely not until National Environmental Policy Act (NEPA) activities are completed as part of Corridor ID Step 3: Project Development.
- Considering professional services required both for the corridor plan and Hilliard participation.
- **Requesting City participation in Step 2: Service Development Plan**

Step 2: Service Development Plan (SDP)

Key Take-away: Advocate Hilliard as a viable alternative in the planning process

The following are tasks within the FRA work plan and recommended action steps for Hilliard:

- **Draft Purpose and Need Statement & Stakeholder Coordination**

This step identifies those who will be at the table through the process and defines the direction of the work.

- Participate in the Agency and Public Coordination Plans and Engagement Activities. The next steps are tied directly to the Purpose and Need Statement, so it is essential to participate.

- **Alternatives Analysis**

Alternative routes are analyzed against the Purpose and Needs Statement.

- Advocate for Chicago-Columbus and Columbus-Toledo-Detroit alignments through Hilliard (focus of the SDP is Chicago-Columbus). This is the corridor that has been seriously considered to date, though other alternative corridors will likely be evaluated.
- Monitor the development of Route, Service and Investment Package options, which include stations and station access requirements (such as park and ride).
 - Emphasize regional benefits of a Hilliard Station, including population capture
 - Monitor and participate in Design Options as they relate to a Hilliard station alternative
- Should an alternate corridor advance, consider how to leverage benefits for Hilliard.

- **Transportation Planning - Station Area and Access Analysis**

This analysis focuses on station options and operational requirements and analyzes which locations are preferred based on the following criteria:

- Maximize connectivity to existing transit services where available and to future planned services not yet providing service to these specific station locations;
- Accommodate pedestrian, bicycle, micro-mobility, and other ride-sharing services with efficient access;
- Connect to major transportation roadway arterials and provision of parking areas;
- The economic development potential (commercial/residential) at each station area;

After the analysis is complete a conceptual engineering layout for each station, will be developed including parking sufficient for (corridor) projected ridership and operations plans.

Step 2: Service Development Plan (SDP) (cont'd)

Key Take-away: Advocate Hilliard as a viable alternative in the planning process

- **Transportation Planning – Conceptual and Early Preliminary Engineering**

This step refines the early engineering and evaluates:

- Physical feasibility
- Ability to fulfill operational and functional requirements
- Constructability
- Phasing

- **Transportation Planning –Cost Estimation (Capital and Operations and Maintenance)**

Cities are often asked to deliver, own, and maintain stations, while the prospective passenger railroad operator offers to provide passenger service and potentially staff the station, so cost is an important consideration for the long term.

- Consider opportunities for seeking grant funding for station capital facilities and understand the appropriate procedures and timeframe for applying.
- Consider options for station revenue (parking, retail, leases and space rentals, future land development value capture, etc.)

- **Transportation Planning –Financial Planning and Benefit-Cost Analysis**

- **Transportation Planning – Governance**

This step defines the relationship between participating entities and the governance of the corridor.

- Consider early-plan advocacy for consideration of governance options, such as a Joint Powers Authority with participation from corridor cities, and the benefit-cost implications of various governance options.

- **Transportation Planning – Phased Implementation Plan**

This includes large-scale as well as station-scale implementation

- Consider the phasing requirements for a Hilliard Station, if still included for corridor consideration.

Step 3: Project Development and Beyond

Key Take-aways: Step 3 is a funding gateway, that if cleared will open up funding for physical design. Upon completion of Corridor ID, project sponsor can apply for corridor capital finding through the Federal-State Partnership for Intercity Passenger Rail Grant Program

The project sponsor determined in Step 1, will apply to enter Step 3 on the basis of the SDP.

If funded, this step will include NEPA environmental evaluation and more detailed engineering of the stations.

After the Corridor ID process is complete, the Intercity Passenger Rail Grant Program can be tapped to provide capital funding. The IIJA allocated tens of billions of dollars for corridor capital improvements, to be competitively awarded through this program.

If the Corridor ID process results in a Hilliard Station on the plan, consider how to leverage federal corridor investments in complementary services, such as regional/commuter rail (potentially funded through Federal Transit Administration grant programs), connecting passenger transportation transit services, and economic development opportunities.

References

Full descriptions of the steps for step two as summarized in this document can be found here:

<https://railroads.dot.gov/elibrary/draft-statement-work-framework-corridor-identification-and-development-program-step-2>

Information regarding the Federal-State Partnership for Intercity Passenger Rail Grant Program may be found here:

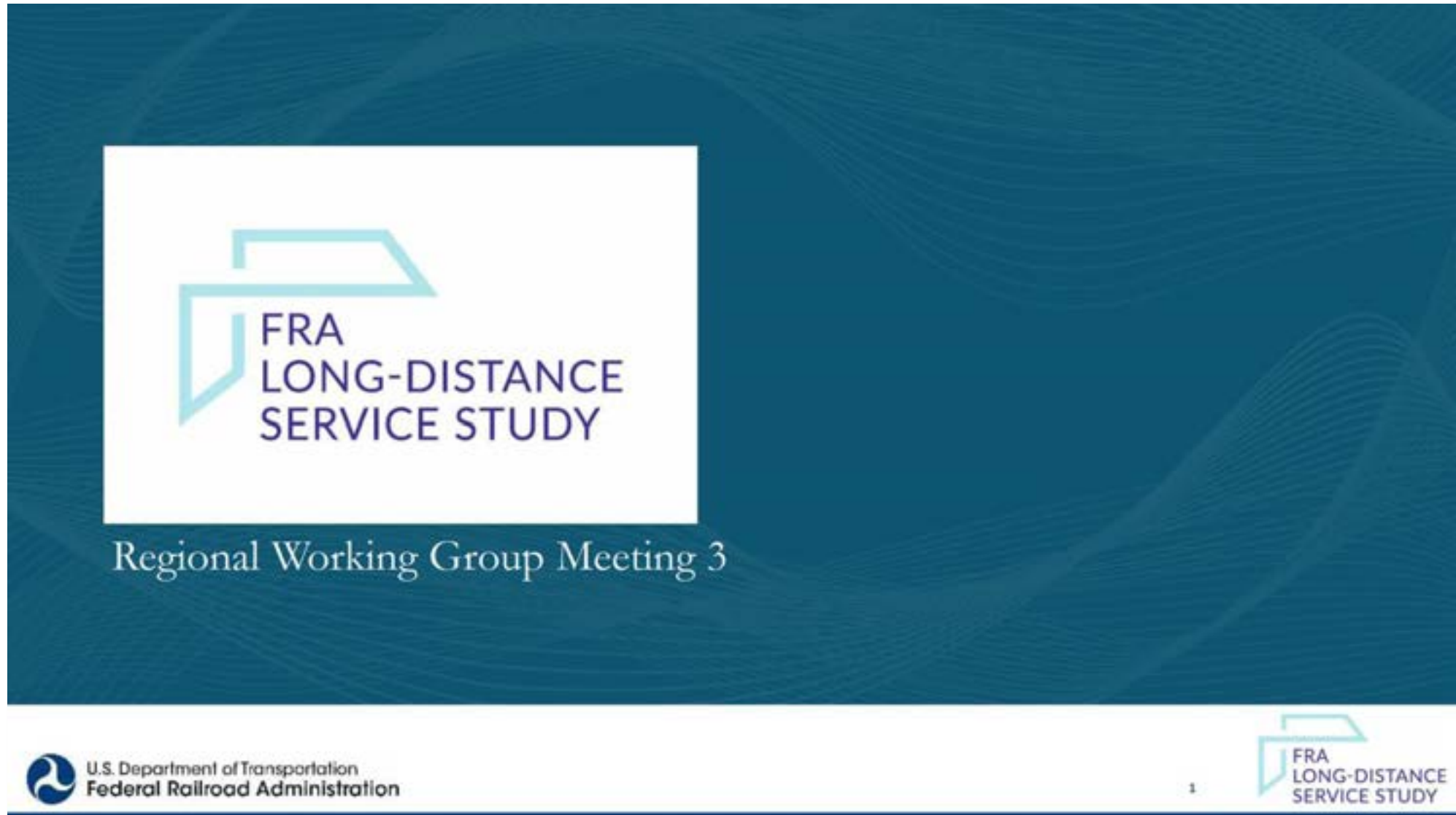
<https://railroads.dot.gov/federal-state-partnership-intercity-passenger>



Long-Distance Service Study

Slides from FRA's Working Group Meeting

Federal Rail Administration: Long Distance Service Study



Source: [Federal Rail Administration Regional Working Group Meeting 3](#)

Federal Rail Administration: Long Distance Service Study

Methods Align with the Legislative Considerations

1 Large and Small Communities

Identify metropolitan area travel flows not served by the existing passenger rail network



Link and serve large and small communities as part of a regional rail network

2 Focus on Rural

Identify rural and disadvantaged communities not served by existing passenger rail network



Advance the economic and social well-being of rural areas of the United States

3 Enhance Connectivity

Identify gaps in the passenger rail network, and reflect regional plans for passenger rail service



Provide enhanced connectivity for the national long-distance passenger rail system

4 Reflect Public Engagement

Check that Enhanced Network reflects stakeholder and public inputs



Reflect public engagement and local and regional support for restored passenger rail service

Federal Rail Administration: Long Distance Service Study

Next Steps for Stakeholders

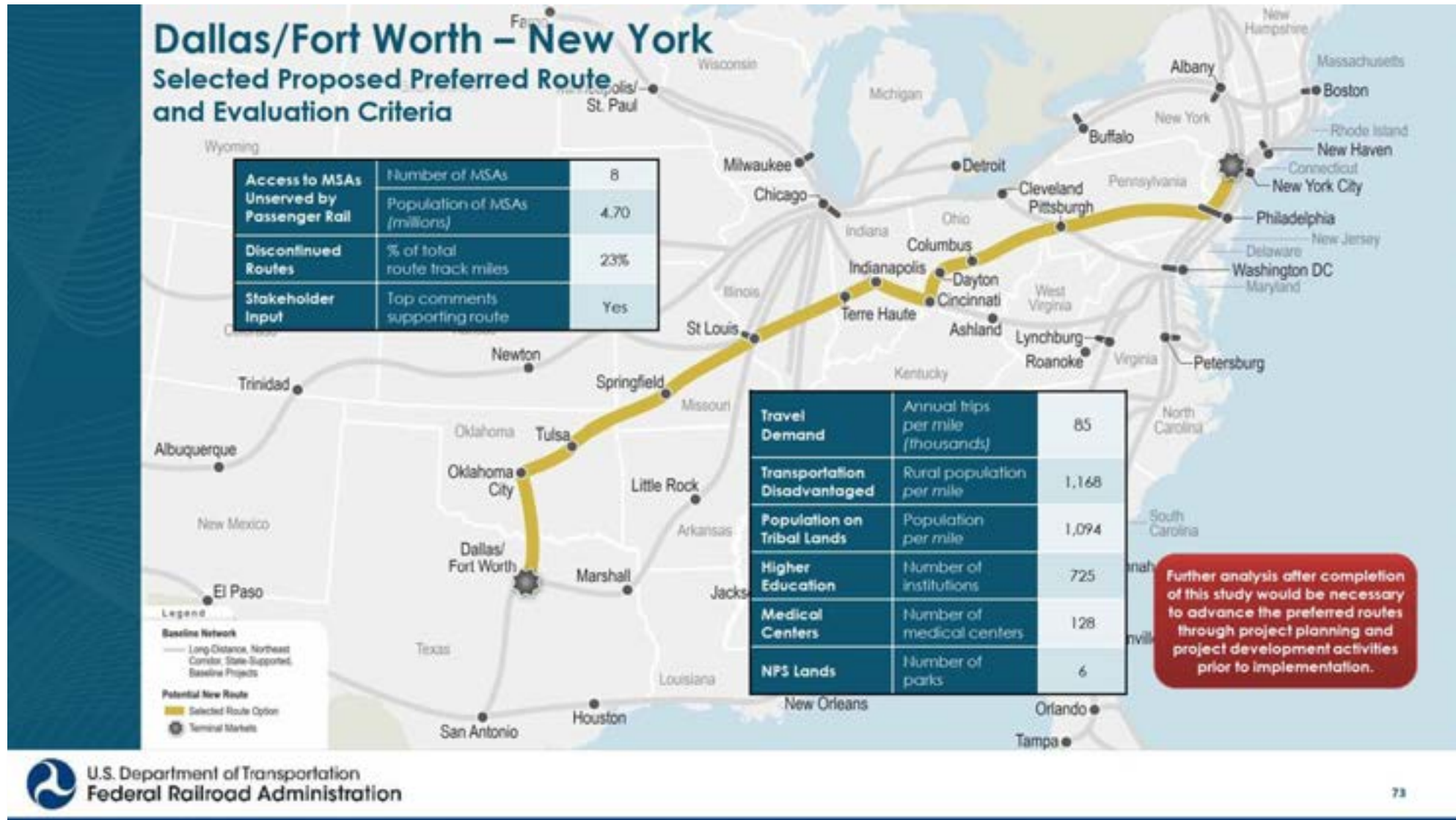
- Encourage your communities and constituencies to review the meeting materials on the website
 - All presentations and summaries will be posted online after the completion of the meeting series
- Submit any feedback on the topics and materials from this meeting via the project website **by March 8** for inclusion in our analysis and report
 - Due to the breadth of the study, it may not be possible to respond to all feedback, but all feedback will be reviewed by the team and captured in our report

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Source: [Federal Rail Administration Regional Working Group Meeting 3](#)

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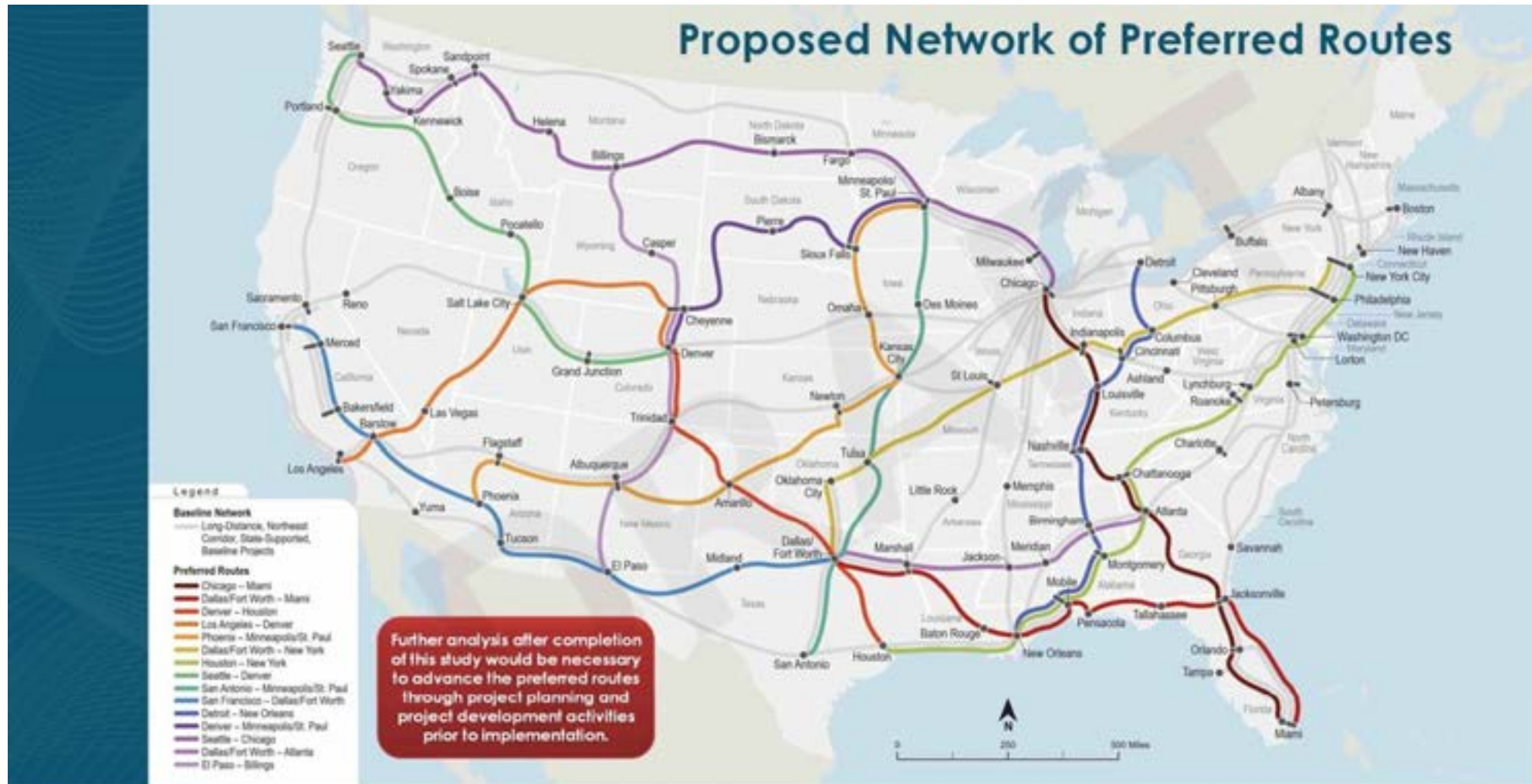
Source: [Federal Rail Administration Regional Working Group Meeting 3](#)

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Source: [Federal Rail Administration Regional Working Group Meeting 3](#)

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Timeframes of Implementation of Operations

Development and Implementation Timeline for a Preferred Route

15 Year Timeline

- Year 0-4: Project Planning
- Year 4-8: Project Development
- Year 8-14: Final Design and Construction
- Year 15: Start of Operations



Conceptual Timeframes for Implementation

- Near-term: 2040 to 2050
- Mid-term: 2050 to 2060
- Long-term: 2060 +

Project Scope & Schedule

Hilliard Passenger Rail Station Feasibility Study

Project Scope

Hilliard Passenger Rail Station Feasibility Study

Task 1:

Existing Conditions Analysis

- Project Kickoff
- Due Diligence
- Basemap Development
- Stakeholder Interviews

Task 2:

Test Fit Analysis

- Stakeholder Interviews
- Mobility Analysis
- Rail Infrastructure Analysis
- Test-fit Analysis

Task 3:

ROM Costs/Implementation Plan

- ROM Costs of Preferred Test-fit
- Scenario Action Plan
- Summary Matrix of key Considerations, Opportunities and Constraints
- Project Summary Documentation

Deliverable #1:

- Existing Conditions Basemap

Deliverable #2:

- Preliminary Passenger Rail Operations Analysis
- Test-fit Analysis – 2 Alternatives

Deliverable #3:

- ROM Costs
- Scenario Action Plan
- Summary Matrix of key Considerations, Opportunities and Constraints
- Summary Document

Project Schedule

Hilliard Passenger Rail Station Feasibility Study

