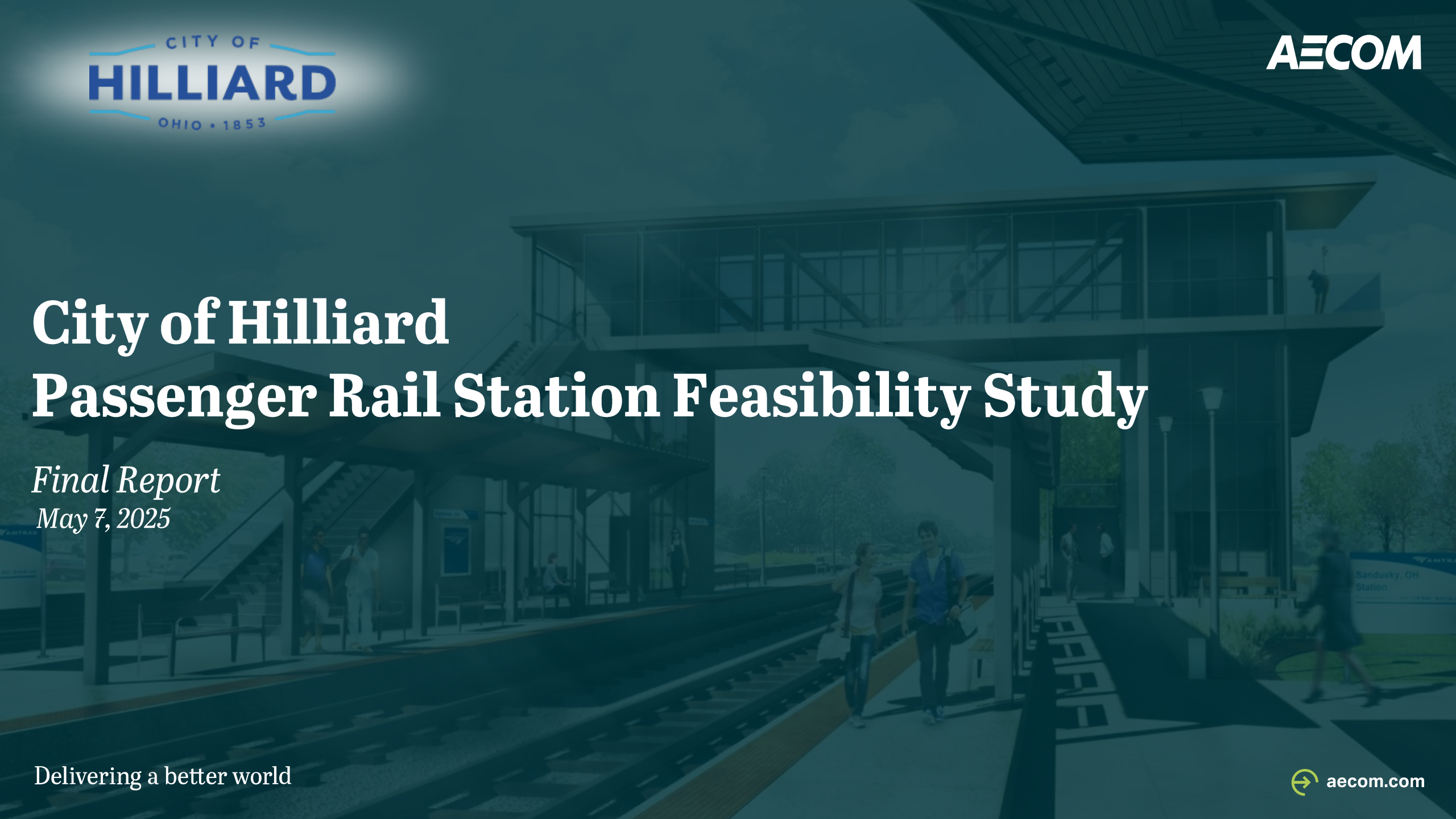

City of Hilliard
Passenger Rail Station Feasibility Study

Final Report
May 7, 2025

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Table of Contents

Acknowledgements

We would like to acknowledge the following people for their assistance in gathering information and feedback necessary to complete this report:

City of Hilliard

Michelle Crandall, City Manager
Dan Ralley, Assistant City Manager
Letty Schamp, Deputy Engineer
Andrew Wilson, GIS Administrator
David Meadows, Development Director

Mid-Ohio Regional Planning Commission

Elliot Lewis, Senior Planner

Echo Realty

Francesca Rossi, Vice President - Acquisitions
George Bagliano, Sr. Vice President - Construction and Property Management

Healthcare Realty Trust

Trish Eshbaugh, Director of Real Estate
Gina Moore, Property Manager

Executive Summary

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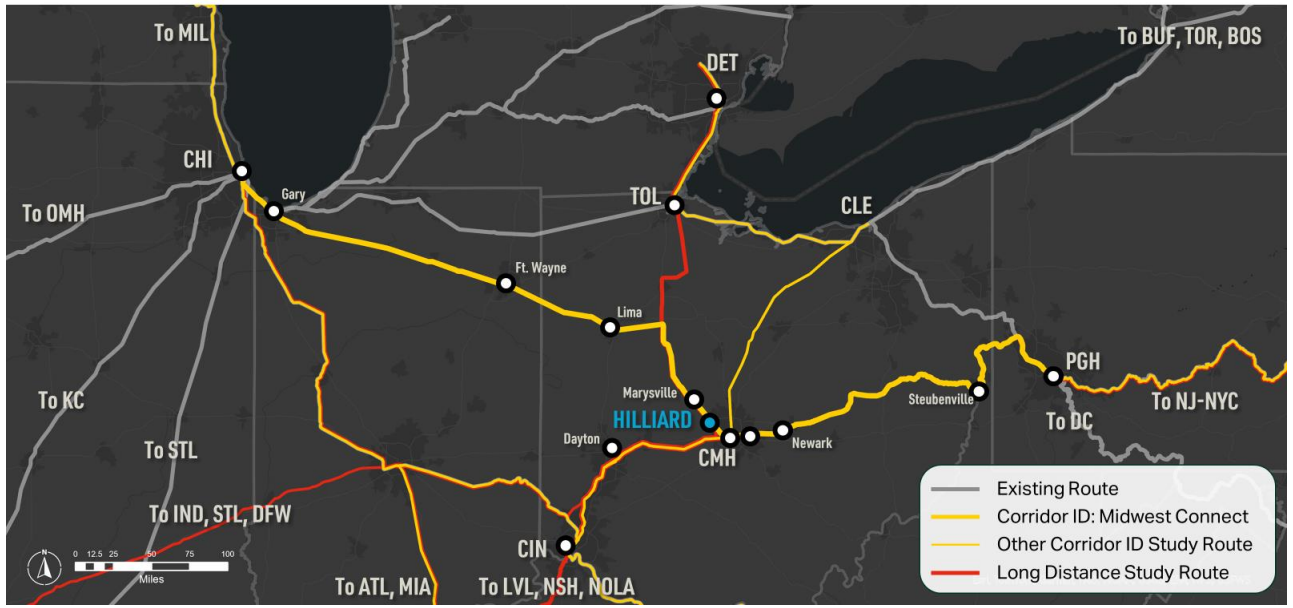
Executive Summary

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

Feasibility Study concludes both station sites as viable options

Both evaluated sites can be designed to accommodate 20,000 – 100,000 arrivals & departures per year and provide room for future growth if needed.

Large percentage of regional population within a short drive

- Population within a 15-minute drive: 493,444
- Population within a 30-minute drive: 1,429,007

Design provides for a multi-modal transportation hub

- Passenger rail station
- Bus Transit (current & future COTA lines)
- Multi-use trail access
- Shuttle (on-demand micro-transit)

Land previously purchased for proposed locations

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.

Location within an existing mixed-use district

Immediately surrounding the station location is a wide variety of convenient amenities including restaurants, grocery stores, retail and hotel options.

Justice40 conditions addressed with proactive planning & development

- 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:
  - A transportation hub providing a mix of safe and affordable options.
  - A mix of housing options, including affordable housing.

Ease of access to & from Interstate 270

Located near the north & southbound Interstate 270 exits, the site allows for quick and convenient access in & out of the station.

Location adjacent to area planned for significant redevelopment

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.

Hilliard's Railway Heritage

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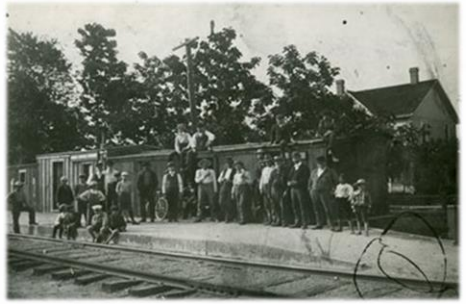
Hilliard's Railway Heritage

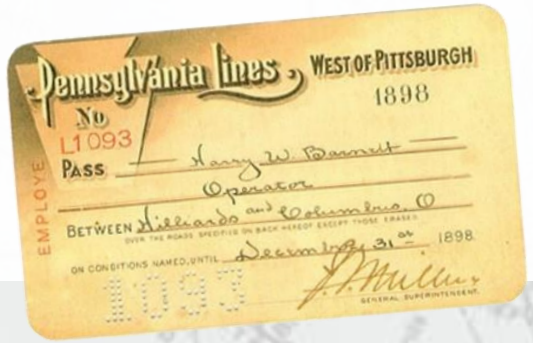
1850's



- 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

Sources: Hilliard Ohio Historical Society, Wikimedia Commons

Federal Rail Administration Corridor ID & Long-Distance Studies

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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 bust be **less than** 750 miles or be currently utilized for non-daily long-distance service	Routes must be **more than** 750 miles and can be routes previously discontinued or 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**

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

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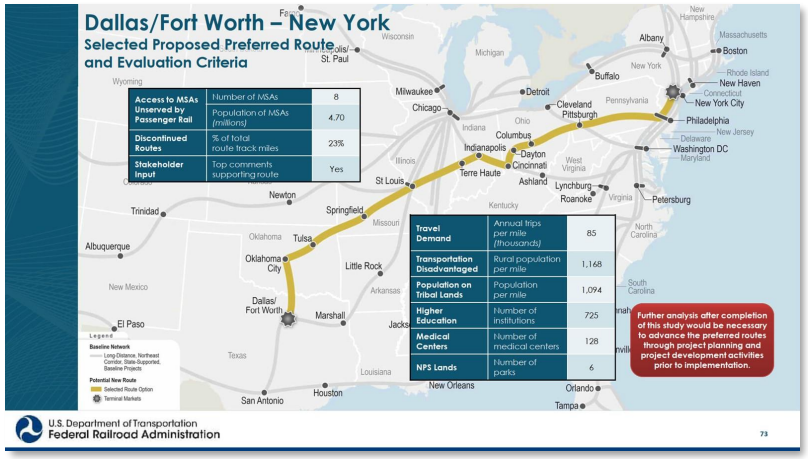
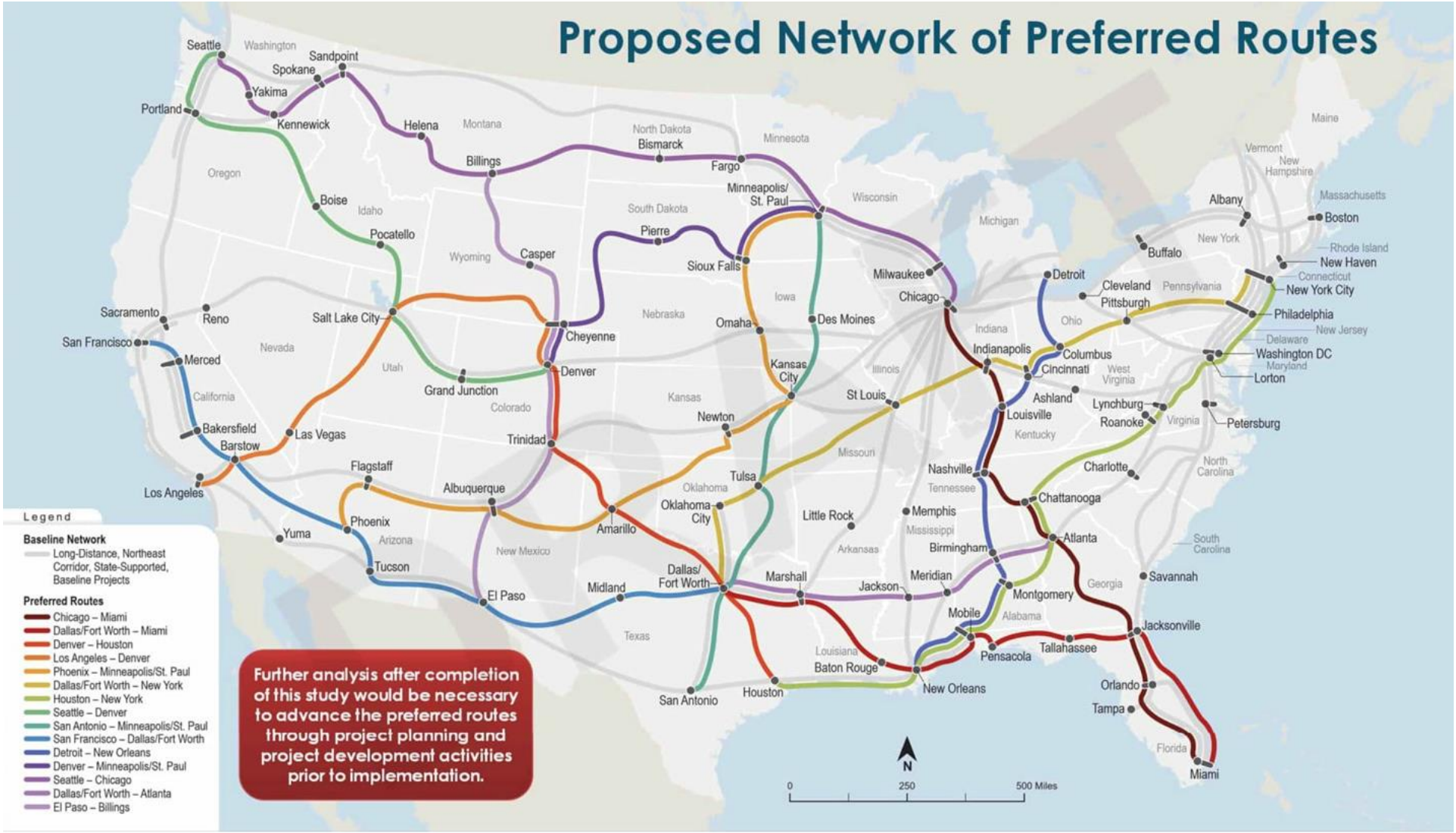
Federal Rail Administration: Long Distance Service Study

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

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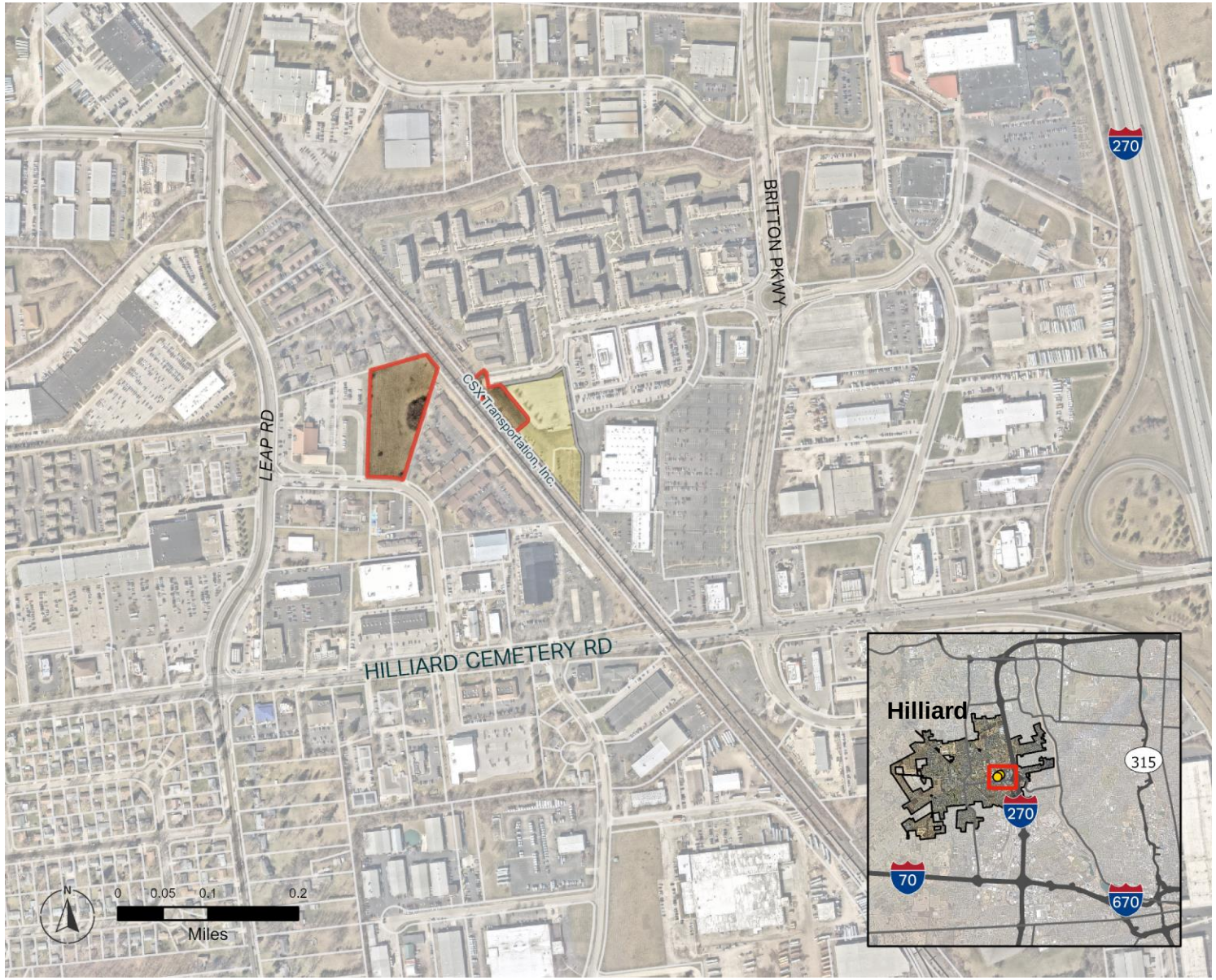
Station Location Assessment



Subject Site Ownership

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

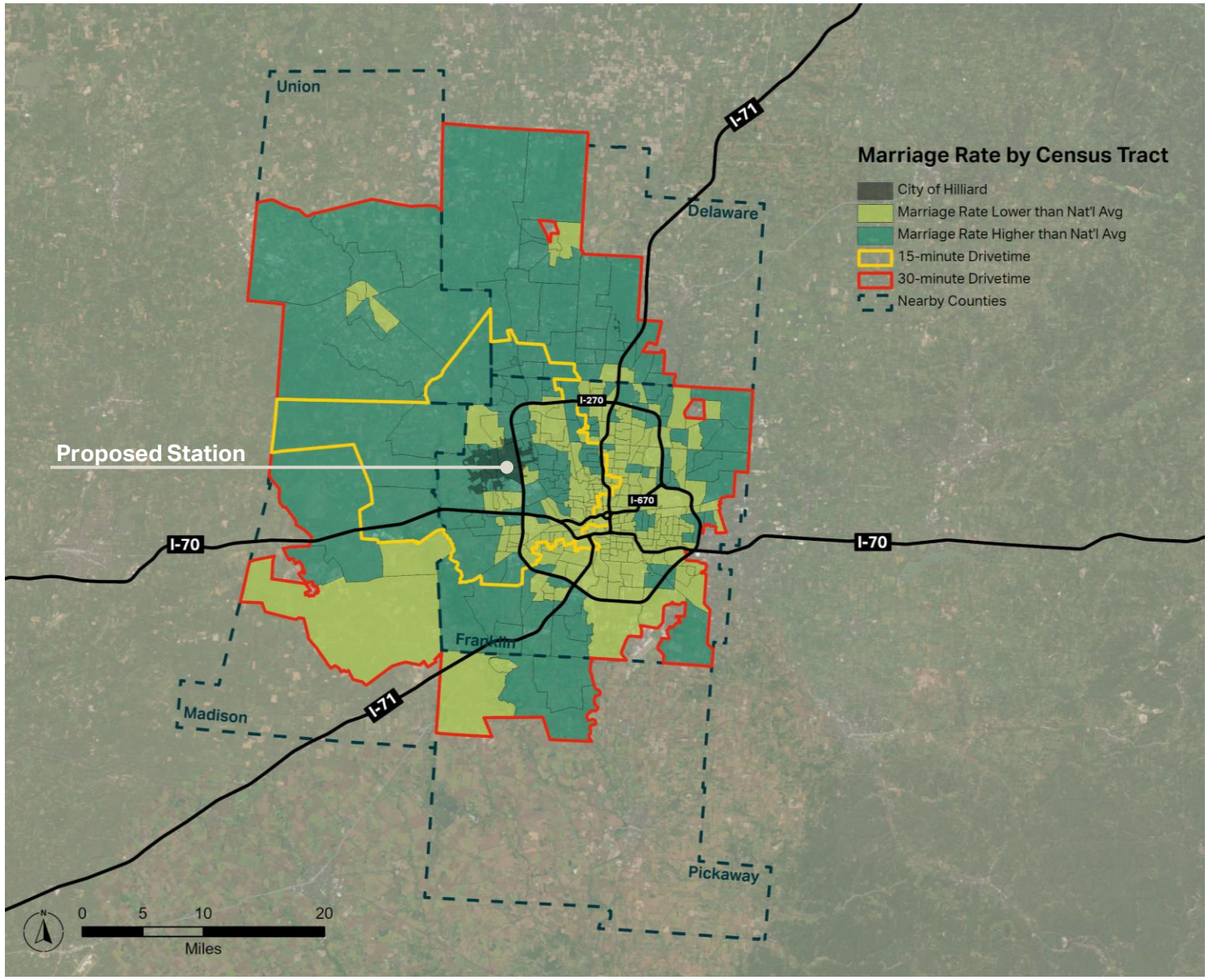
West Site

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: Marriage Rate



Regional Proximity to Populations with a Higher-than-Average Marriage Rate

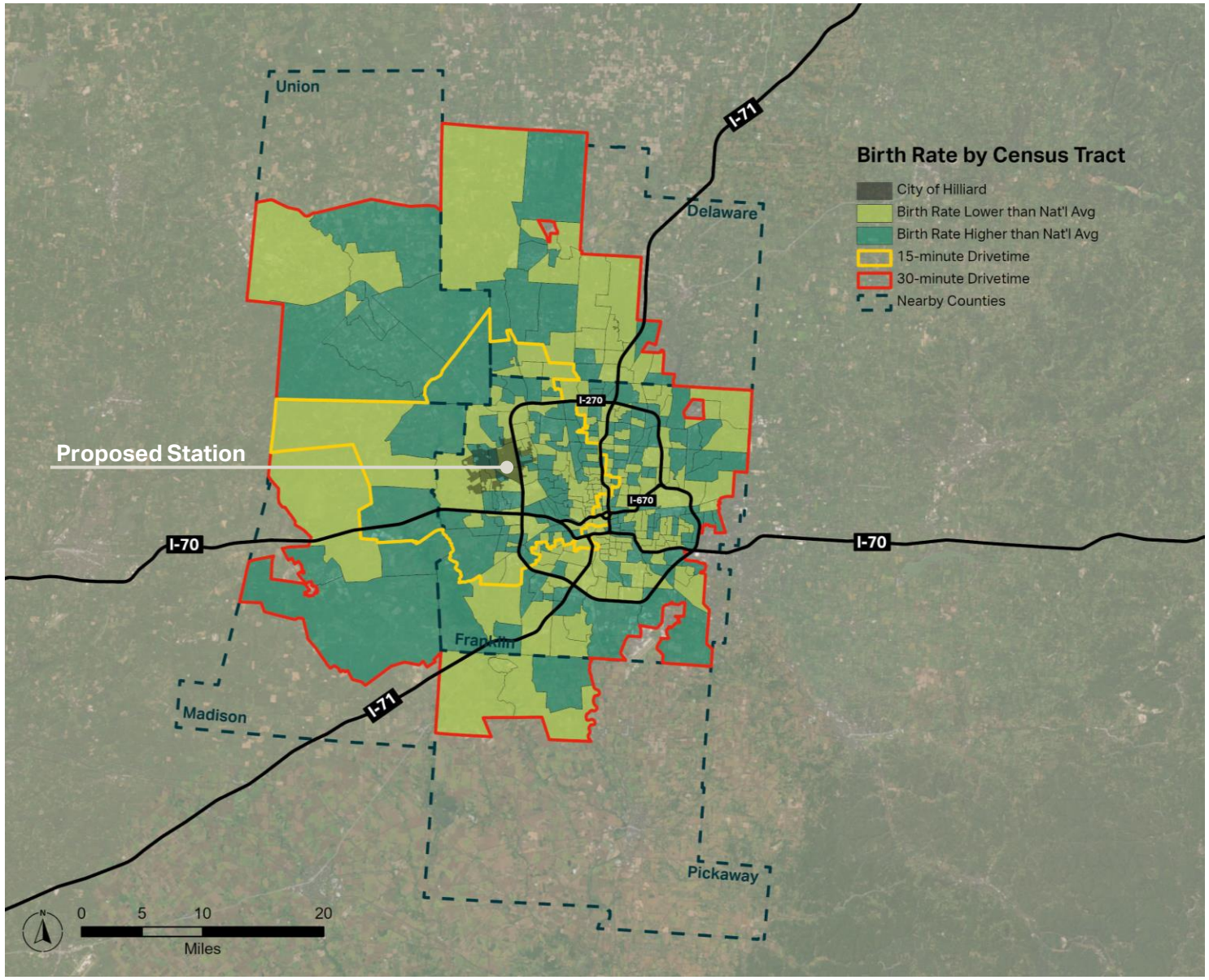
	15-Minute Drivetime	30-Minute Drivetime
Population 15+	443,827	1,201,756
% Residing in Tract with Higher than Avg Marriage Rate	46.7%	42.6%

Sources: US Census, American Community Survey 2022 5-year Estimates
Methodology: Reachable Census Tracts by Drivetime

New 2025 guidance from the US Department of Transportation prioritizes communities with marriage and birth rates above the national average.

Notably, many census tracts near the site have higher-than-average marriage rates. Specifically, 46.7% of the population within a 15-minute drive of the site resides in census tracts with marriage rates exceeding the national average.

Station Location Assessment: Birth Rate



Regional Proximity to Populations with a Higher-than-Average Birth Rate

	15-Minute Drivetime	30-Minute Drivetime
Population 15+	443,827	1,201,756
% Residing in Tract with Higher than Avg Birth Rate	49.2%	47.0%

Sources: US Census, American Community Survey 2022 5-year Estimates
Methodology: Reachable Census Tracts by Drivetime

New 2025 guidance from the US Department of Transportation prioritizes communities with marriage and birth rates above the national average.

A significant number of census tracts near the site exhibit birth rates above the national average. In particular, 49.2% of the population within a 15-minute drive of the site lives in areas where birth rates surpass the national average.

Station Location Assessment: Corridor Vision

The proposed site lies within the Cemetery Road Focus Area of Hilliard's 2023 Comprehensive Community Plan. This area includes many retirees wishing to age in place and young families seeking affordable housing. Among the 782 residents, 59% earn under $40,000 annually Of the 462 households, 19% include a disabled person, and 10% lack access to a vehicle.

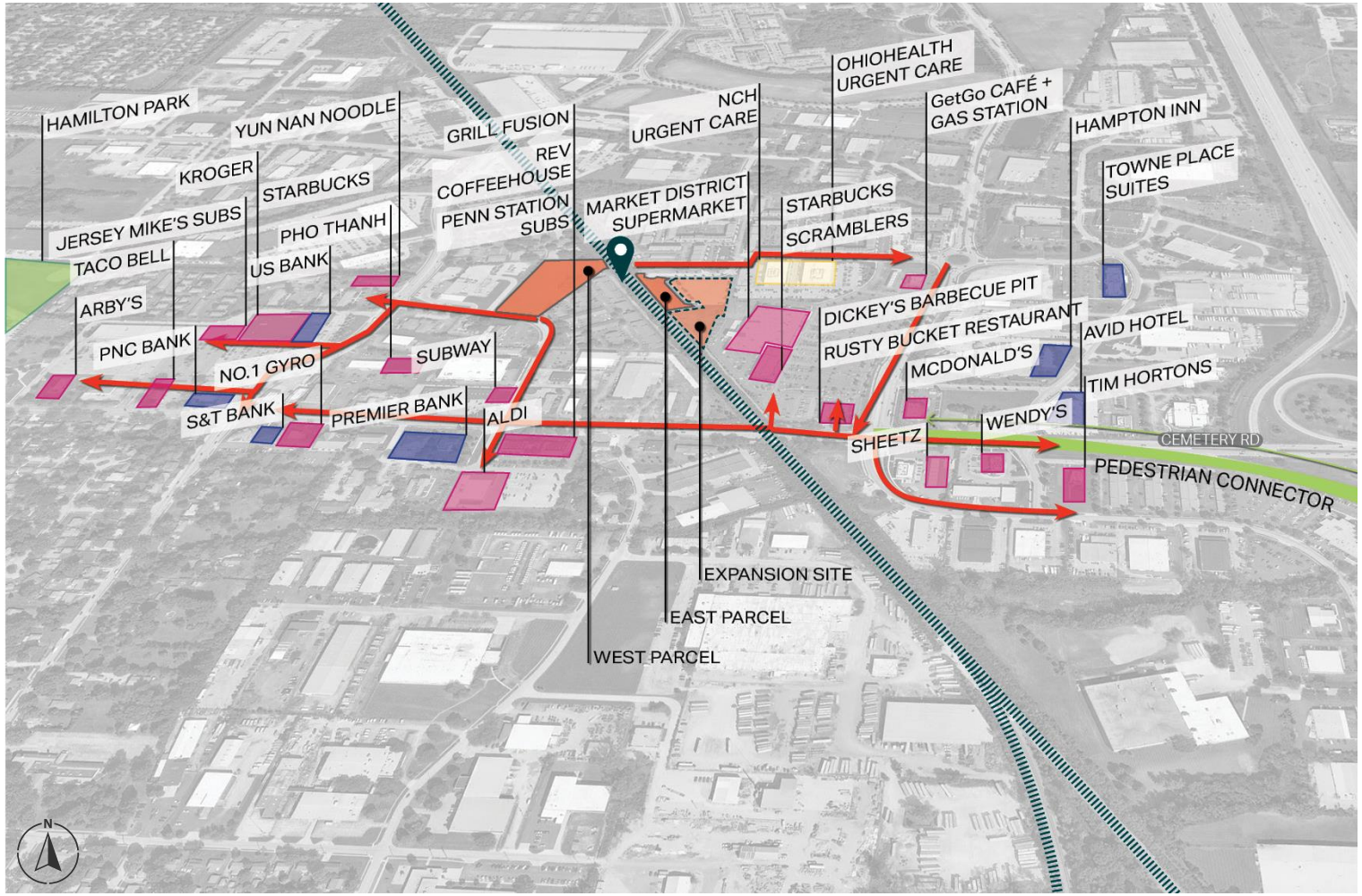
To realize the corridor's vision, the city aims to leverage its location near the regional transportation network to create a hub of activity. Hilliard plans to lead Central Ohio in reintroducing passenger rail, with a multimodal hub offering rail service, COTA buses, a multi-use trail, and shuttle connections.

Corridor Characteristics

	Cemetery Road Corridor
Total Population (2024)	785
Population Over 65	107 (13.6%)
Number of Households (2022)	462
Number of Households with at least one person experiencing a disability	87 (18.8%)
Households with at least one car	414
Households without a car	48 (10.4%)

Sources: US Census, American Community Survey 5-year Estimates
Methodology: ESRI Network Analyst Data Apportionment

Station Location Assessment: Infill Development



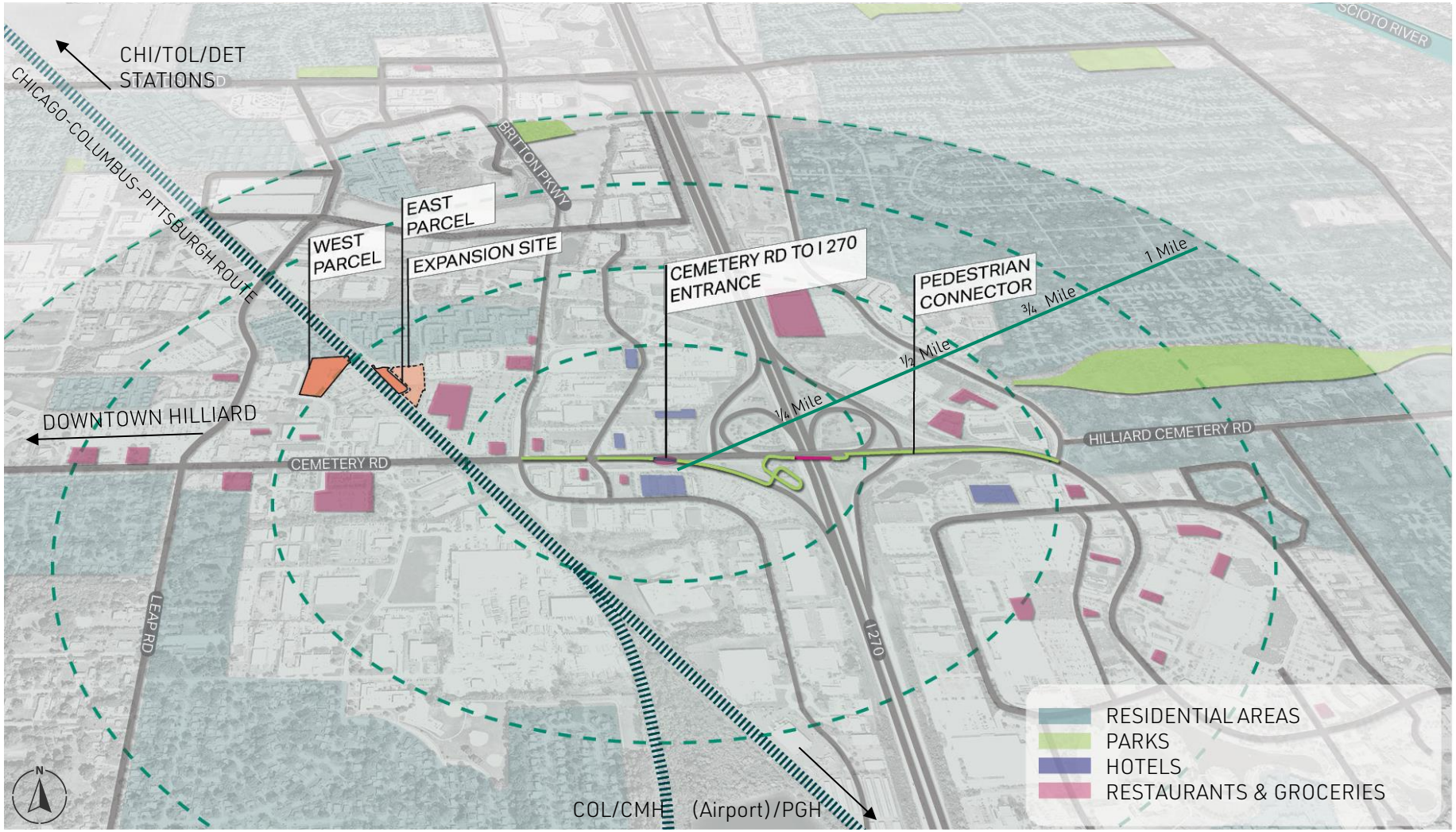
Importance of Infill Development

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



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

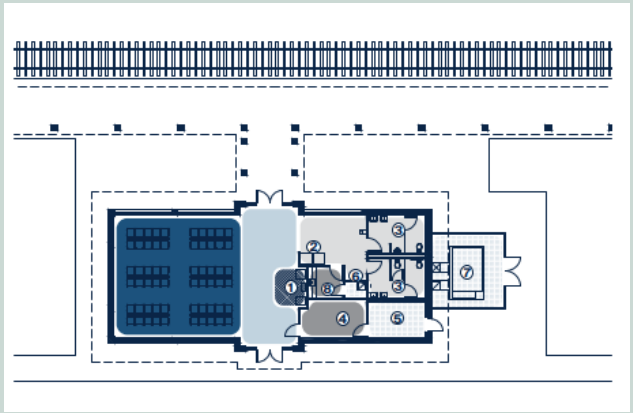
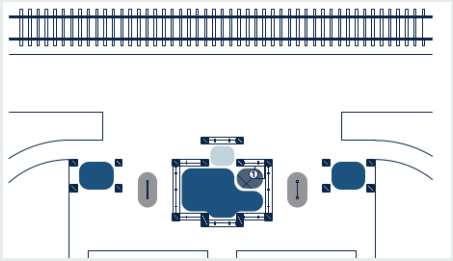
Site Considerations

- 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)		Type 3 Caretaker Stations typically serve 20,000 to 100,000 Amtrak passengers annually. Typically equipped with self-service kiosks and restroom facilities. Not typically staffed, no baggage or deboarding assistance.	• 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)		Type 4 Shelter Stations typically serve fewer than 20,000 Amtrak passengers annually. May not have on-site ticketing kiosk, relying on e-ticketing Not typically staffed	• 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.

Source: Amtrak Station Planning and Development Guidelines Version 4

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Conceptual Design Process

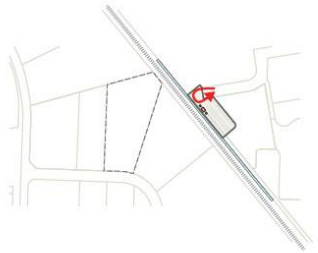
AECOM prepared a series of conceptual drawings to visualize Amtrak Type 3 and Type 4 Stations on both parcels and analyzed each concept with respect to the identified design criteria.

TYPE 4 ON WEST SITE

ALLOWS ENTRY LEVEL SERVICE AT MINIMAL COST, EXPANDABLE

- RIDERSHIP ESTIMATE<20K
- DEVELOP OVER AEP E.
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

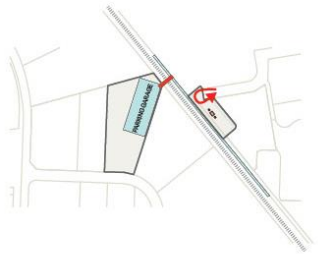
TYPE 4 ON EAST SITE



ALLOWS ENTRY LEVEL SERVICE AT MINIMAL COST, PARKING IS LIMITED

- RIDERSHIP ESTIMATE<20K
- DEVELOP OVER AEP E.
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

TYPE 4 WITH BRIDGE CONNECTION



COSTLY TO BUILD BRIDGE AND STRUCTURED PARKING FOR LIMITED FACILITY

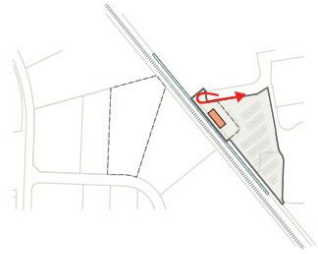
- RIDERSHIP ESTIMATE<20K
- DEVELOP OVER AEP E.
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

TYPE 3 ON WEST SIDE

ANTICIPATES HEALTHY RIDERSHIP, PROVIDES AMPLE PARKING

- RIDERSHIP ESTIMATE>20K
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

TYPE 3 ON EXPANDED EAST SITE



RELIANT ON SHARED PARKING AGREEMENT, EASEMENT ACCESS

- RIDERSHIP ESTIMATE>20K
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

TYPE 3 ON EXPANDED EAST SITE WITH STORM WATER AREA MAINTAINED

PHASED ACCORDING TO DEMAND, COSTLY, PARKING LIMITED TO START

- RIDERSHIP ESTIMATE>20K
- PARKING
- ONE PARCEL
- PED BRIDGE OWNERSHIP
- STRUCTURAL PARKING

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.

TYPE 4 ON WEST SITE

ALLOWS ENTRY LEVEL SERVICE AT MINIMAL COST, EXPANDABLE

RIDERSHIP ESTIMATE<20K
DEVELOP OVER AEP E.
PARKING
ONE PARCEL
PED BRIDGE OWNERSHIP
STRUCTURAL PARKING

TYPE 4 ON EAST SITE

ALLOWS ENTRY LEVEL SERVICE AT MINIMAL COST, PARKING IS LIMITED

RIDERSHIP ESTIMATE<20K
DEVELOP OVER AEP E.
PARKING
ONE PARCEL
PED BRIDGE OWNERSHIP
STRUCTURAL PARKING

TYPE 4 WITH BRIDGE CONNECTION

COSTLY TO BUILD BRIDGE AND STRUCTURED PARKING FOR LIMITED FACILITY

RIDERSHIP ESTIMATE<20K
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ONE PARCEL
PED BRIDGE OWNERSHIP
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ANTICIPATES HEALTHY RIDERSHIP, PROVIDES AMPLE PARKING

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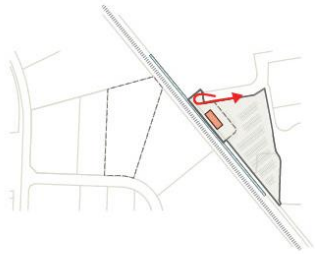
ONE PARCEL
PED BRIDGE OWNERSHIP
STRUCTURAL PARKING

TYPE 3 ON EXPANDED EAST SITE



RELIANT ON SHARED PARKING AGREEMENT, EASEMENT ACCESS

RIDERSHIP ESTIMATE>20K
PARKING
ONE PARCEL
PED BRIDGE OWNERSHIP
STRUCTURAL PARKING

TYPE 3 ON EXPANDED EAST SITE WITH STORM WATER AREA MAINTAINED

PHASED ACCORDING TO DEMAND, COSTLY, PARKING LIMITED TO START

RIDERSHIP ESTIMATE>20K
PARKING
ONE PARCEL
PED BRIDGE OWNERSHIP
STRUCTURAL PARKING

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

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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

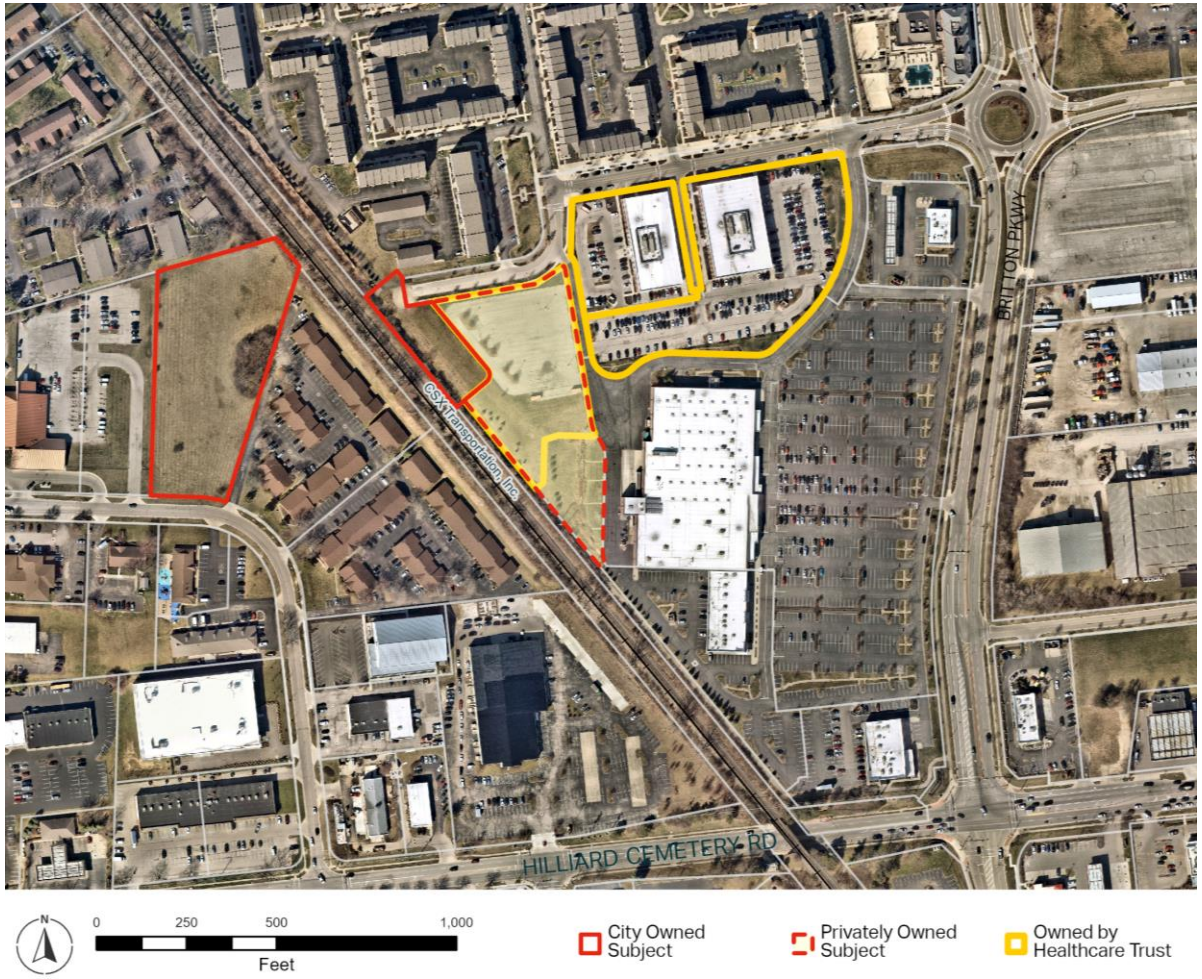
Recap of Stakeholder Meetings

Stakeholder Comments

Healthcare Realty Trust

We met with Healthcare Realty Trust, which owns the existing parking lot on the East Site, to discuss the potential of acquiring the land or usage rights to utilize the parcel.

- Healthcare Realty Trust owns the parcels and buildings for Nationwide Children's Close-to-Home Center and Ohio Health Urgent Care
- Open to discussion regarding some level of acquisition, though **concerns about the impact on their site and tenants may influence the decision** to sell or otherwise grant use of the property

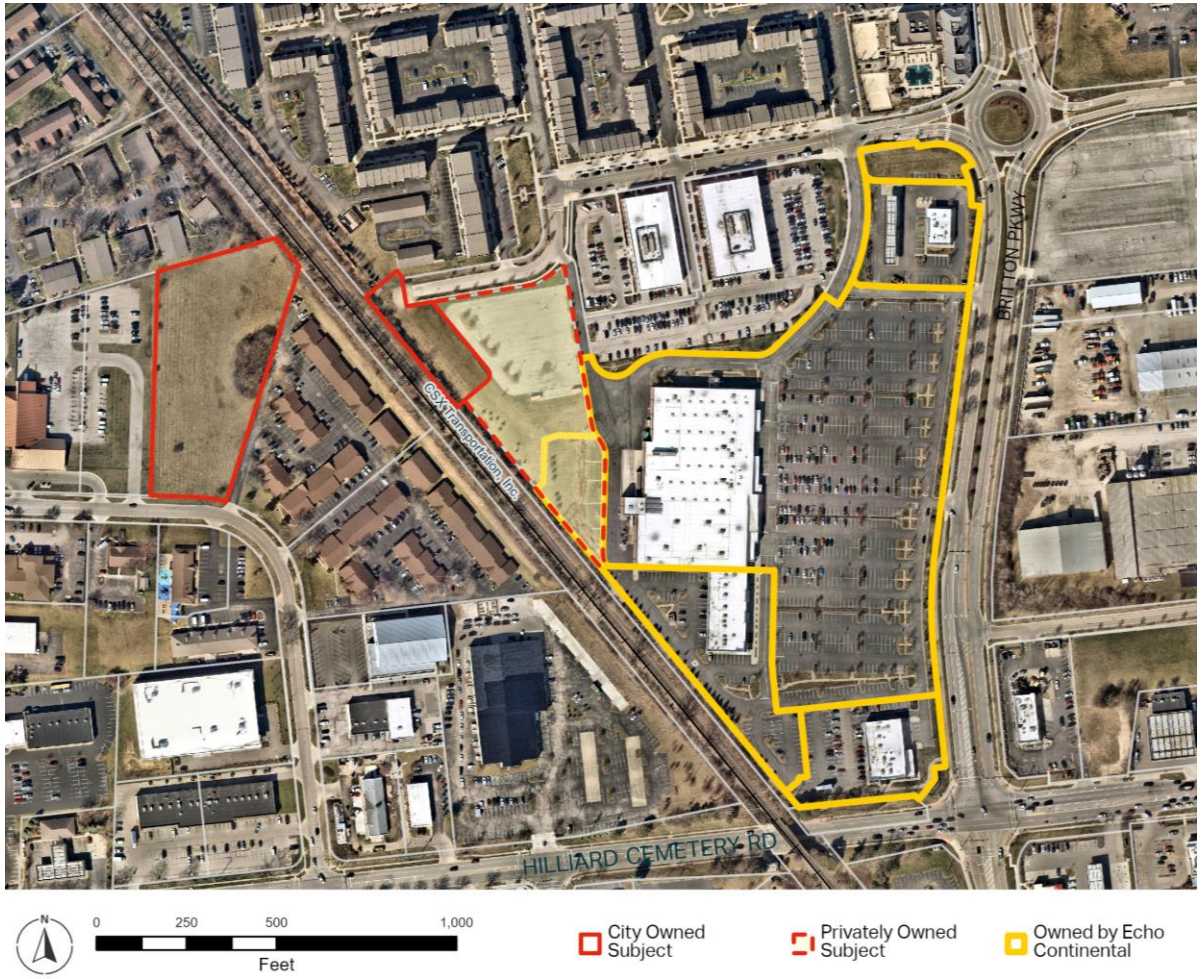


Stakeholder Comments

ECHO Real Estate:

We met with ECHO Real Estate to present an abbreviated slide deck for their comments.

- Generally optimistic about the potential to contribute to the success of the shopping center on Britton Parkway
- Expressed **concern about the possibility of parking overflow into the shopping center lot**, resulting in displacement of convenient parking

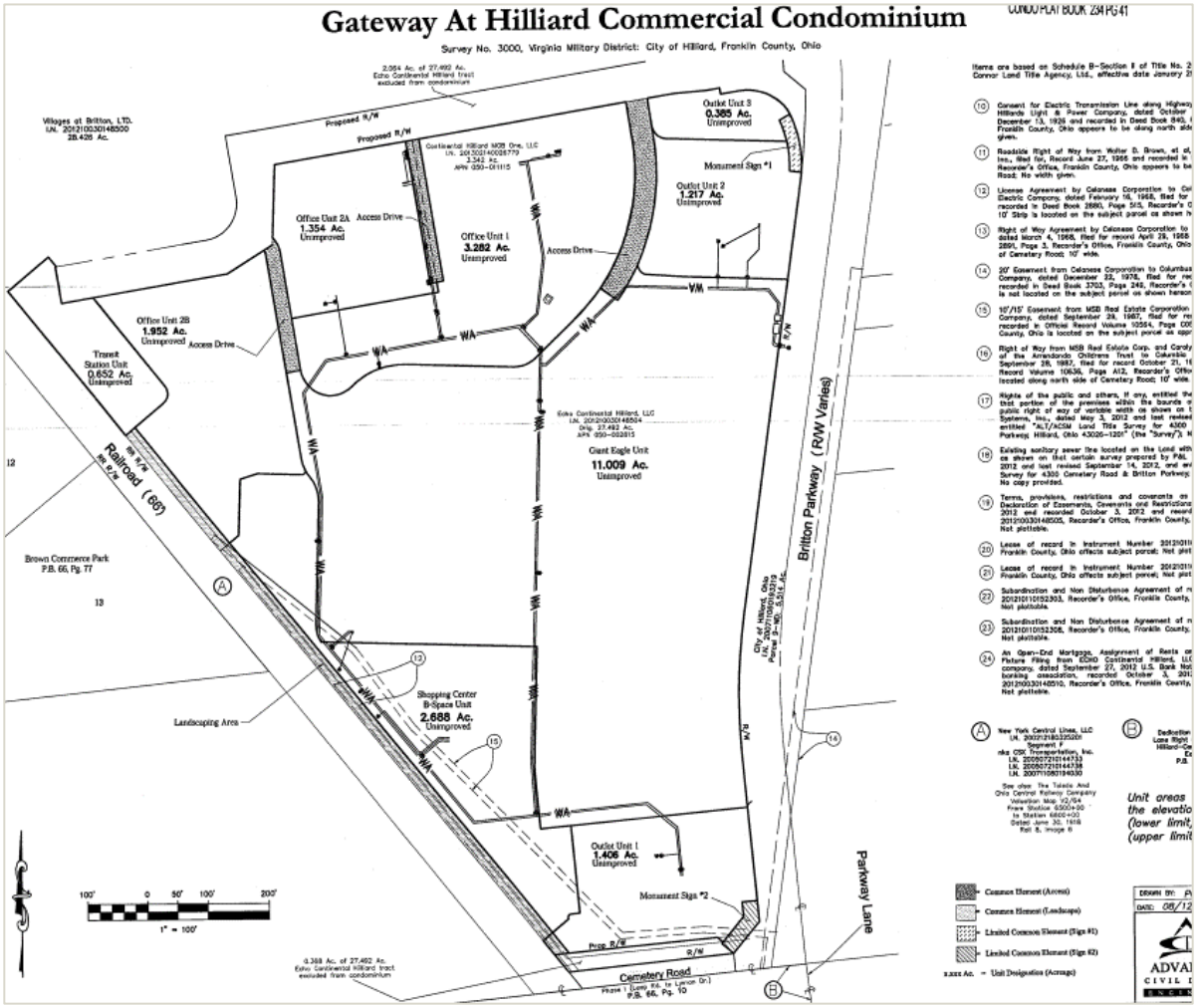


Stakeholder Comments

ECHO Real Estate:

We received follow-up communication from ECHO concerning the ability to construct a station and long-term parking facility on the site:

- Condominium Association CCRs indicate that the **NCH parcel may only be used for office and retail uses**; prohibition of long-term marking is unclear. Further, one of the existing medical tenants has a ROFR on lease of that parcel
- ECHO feels that the **condo docs would need to be modified** and that Giant Eagle would need to consent to any changes to the existing site plan
- ECHO expects that any costs associated with constructing the site would be covered by the City, and not from private owners



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Stakeholder Comments

Hilliard Economic Development

We discussed the options for station siting and configuration with Economic Development Director David Meadows

- While the direct economic impact for this suburban rail station may be relatively limited, the **delivery of such an amenity in Hilliard relates to the desire to invest in new transportation modes**
- In terms of catalytic investment, the location west of the tracks (West Site) creates the most potential for new investment; though **pedestrian connection to the east side of the tracks is very important**
- The coordination that is needed for the location east of the tracks (East Site) will be a challenge, though the opportunity to locate near existing, high-quality amenities is interesting

Hilliard Community Plan (2023)

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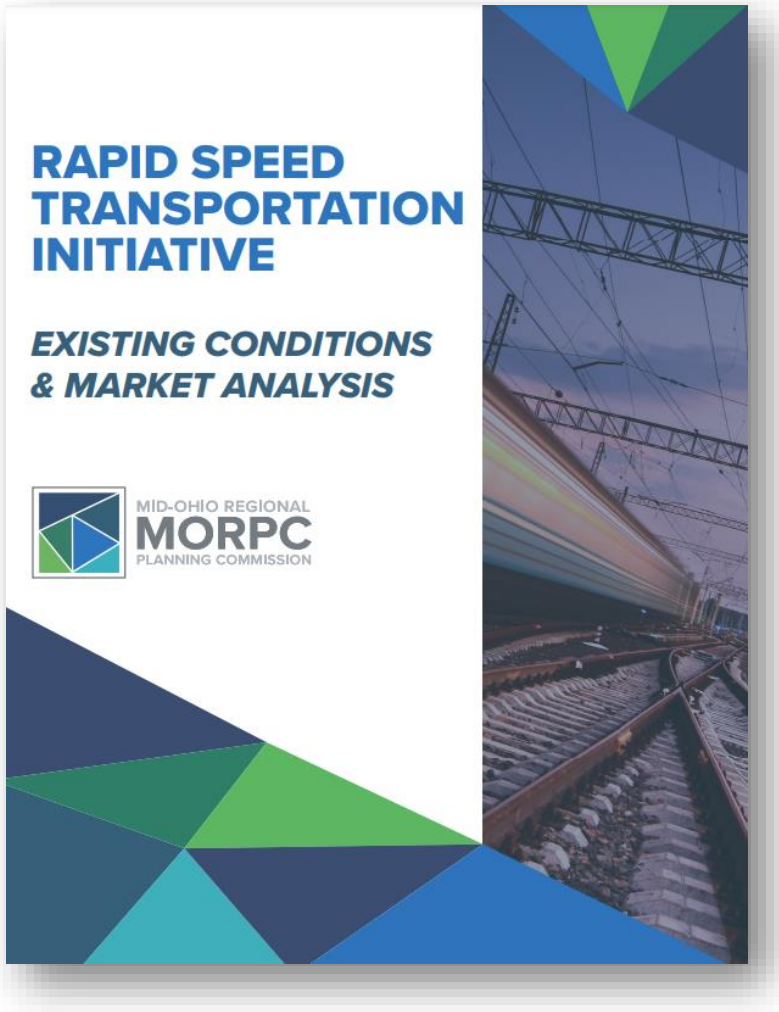
Stakeholder Comments

MORPC:

We met with MORPC to discuss ridership estimates from previous studies

- We were able to confirm with MORPC (and Amtrak) that the likely measure for estimating station customers is "Station Activity" (Arrivals and Departures)
- Estimates utilized are based on **project team analysis** of ridership projections and assumptions developed by MORPC in 2019 but never finalized or published
- Projections were developed by a demand modeler who now works in that capacity at Amtrak
- Estimates utilized account for proposed service linking DET-NSH-NOLA via central Ohio



Conceptual Cost Model

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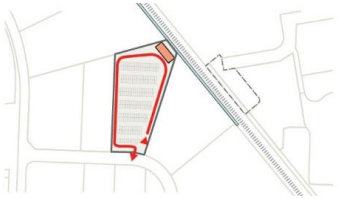
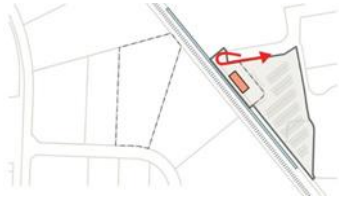
Conceptual Cost Model: Single Site





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

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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

Vision Forward

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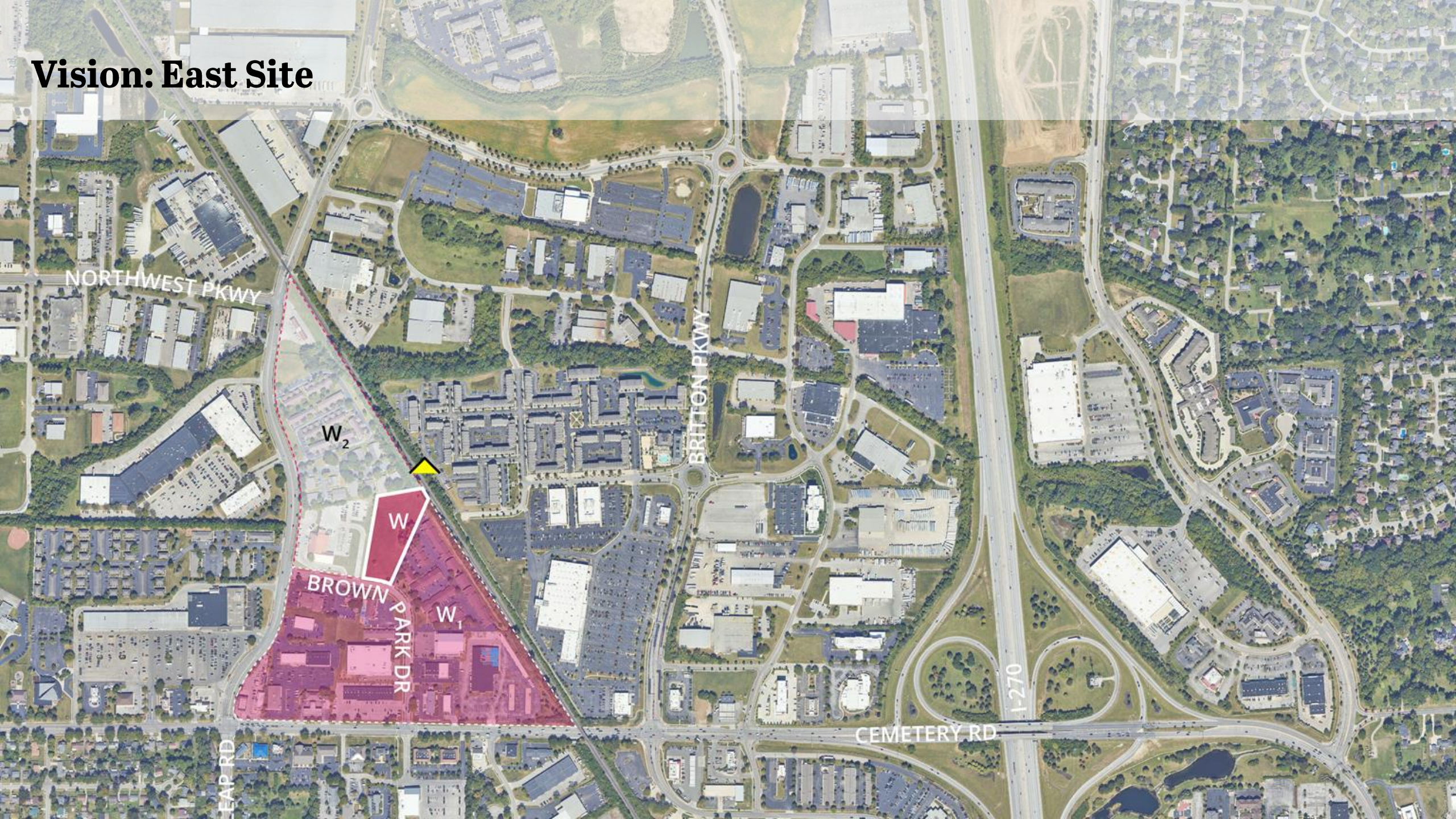
Vision: East Site

Vision: East Site



Vision: East Site

Vision: West Site

Vision: West Site

Vision: West Site

Vision: West Site

Vision: West Site

Vision: West Site

Vision: West Site

Next Steps

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Next steps

1. Get involved with the Corridor ID and FRA and Long-Distance planning processes by requesting to be part of the sponsor's stakeholder group; in this case, City of Ft Wayne, or MORPC for Corridor ID and FRA/Amtrak for Long Distance

2. If city prefers to pursue the East Site, negotiate with Gateway at Hilliard COA, HTA Hilliard II LLC, and other parties to obtain a Shared Parking Agreement (SPA), ground lease, or purchase of property to expand current parcel

3. Consider retaining AECOM as the city's trusted advisor to help navigate the Corridor ID and the station planning process

4. Get involved in the Service Development Plan process; this is where preliminary station locations are determined

5. Advocate for federal dollars that are needed to bring a Hilliard station online

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Appendix

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Appendix Contents

Site Constraint Details

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Opportunities and Constraints - Detail

Known Easement

Instrument: 201402180019801
Grantor: ECHO Continental Hilliard (Since conveyed to City of Hilliard)
Grantee: American Electric Power

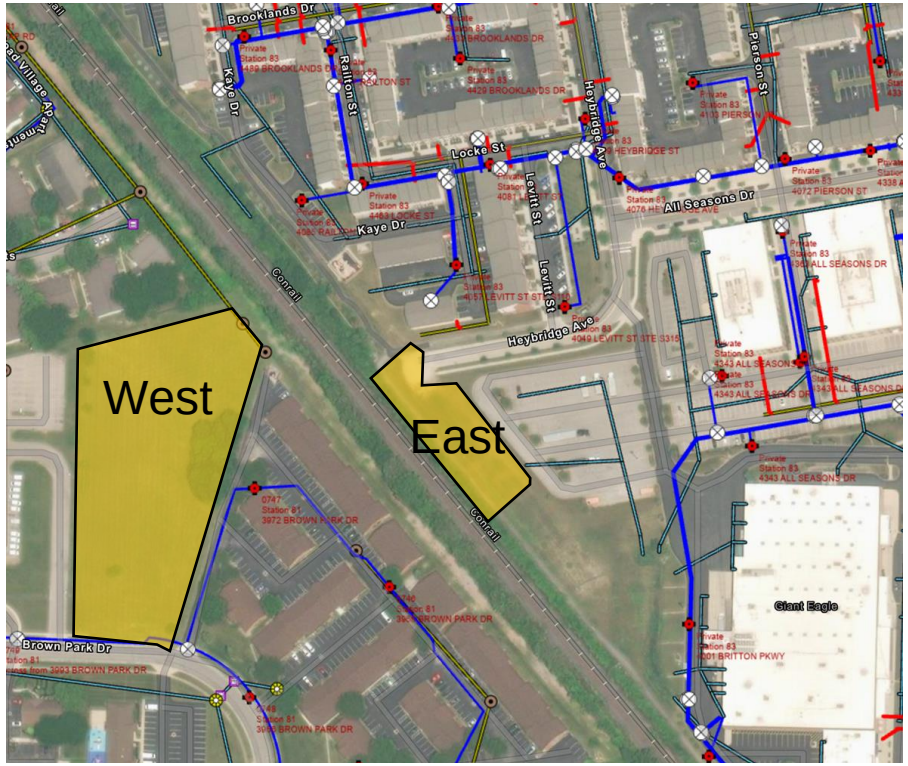
This Easement conveys all necessary and convenient rights for the Easement's use, including, without limitation, the rights to: construct, operate, maintain, inspect, protect, repair, replace, enlarge, upgrade, extend or remove utility facilities and relocate within the Easement, all necessary and convenient 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

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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

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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 Hillard 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

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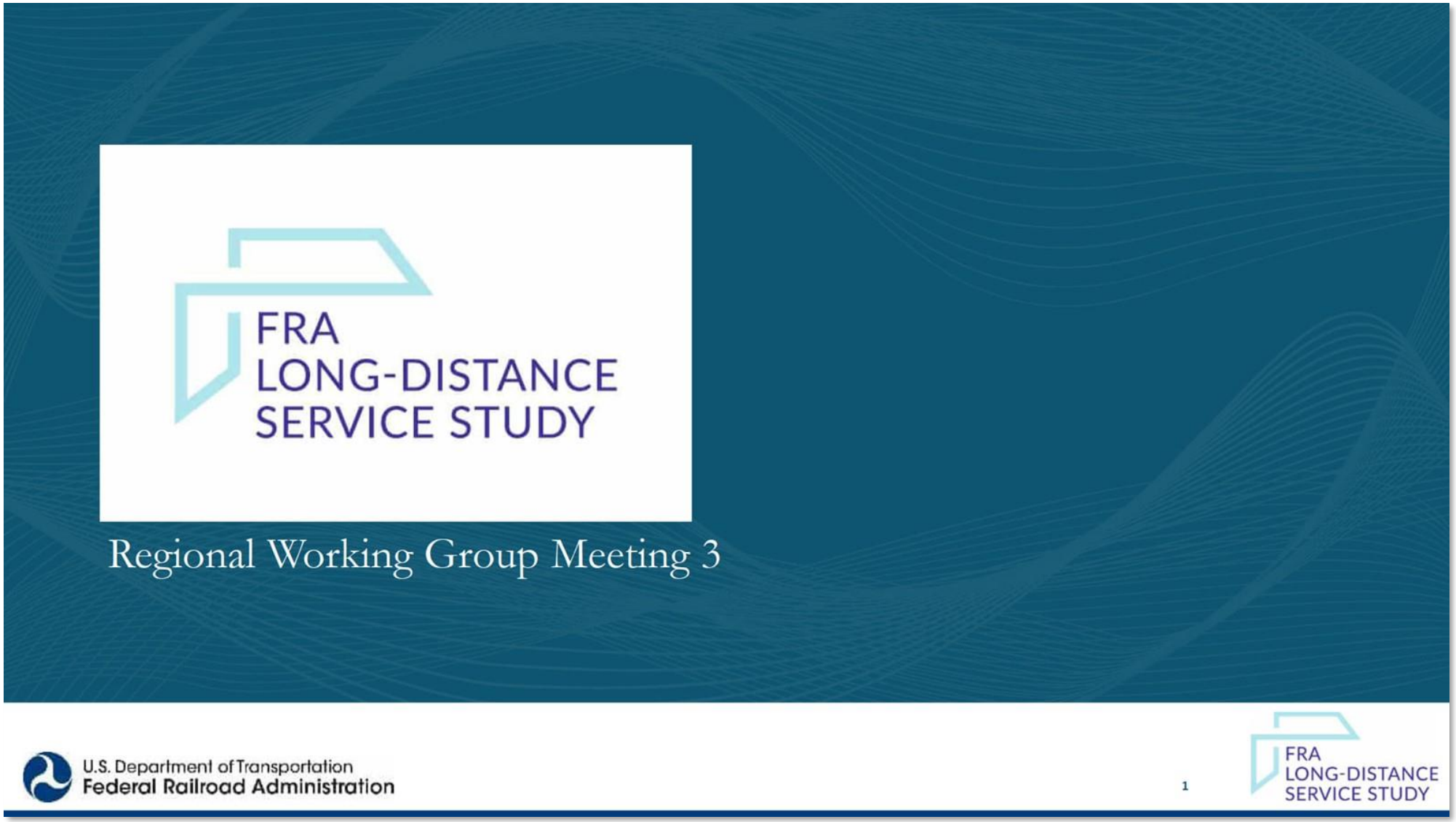
Federal Rail Administration: Long Distance Service Study



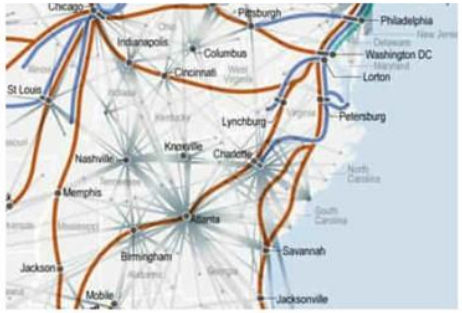
Source: Federal Rail Administration Regional Working Group Meeting 3

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

U.S. Department of Transportation
Federal Railroad Administration

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FRA LONG-DISTANCE SERVICE STUDY

Source: Federal Rail Administration Regional Working Group Meeting 3

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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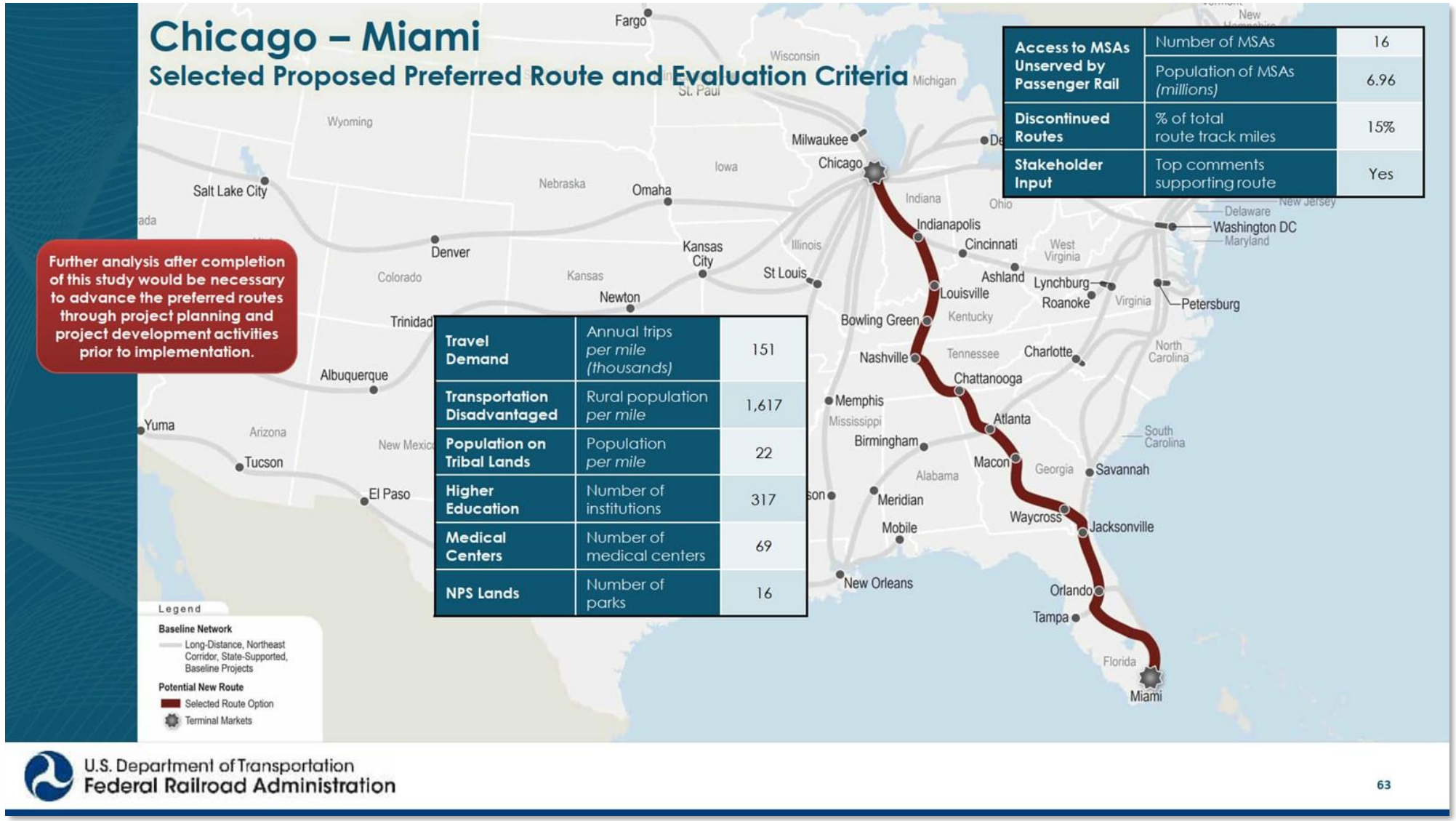
FRA
LONG-DISTANCE
SERVICE STUDY

Source: Federal Rail Administration Regional Working Group Meeting 3

Federal Rail Administration: Long Distance Service Study



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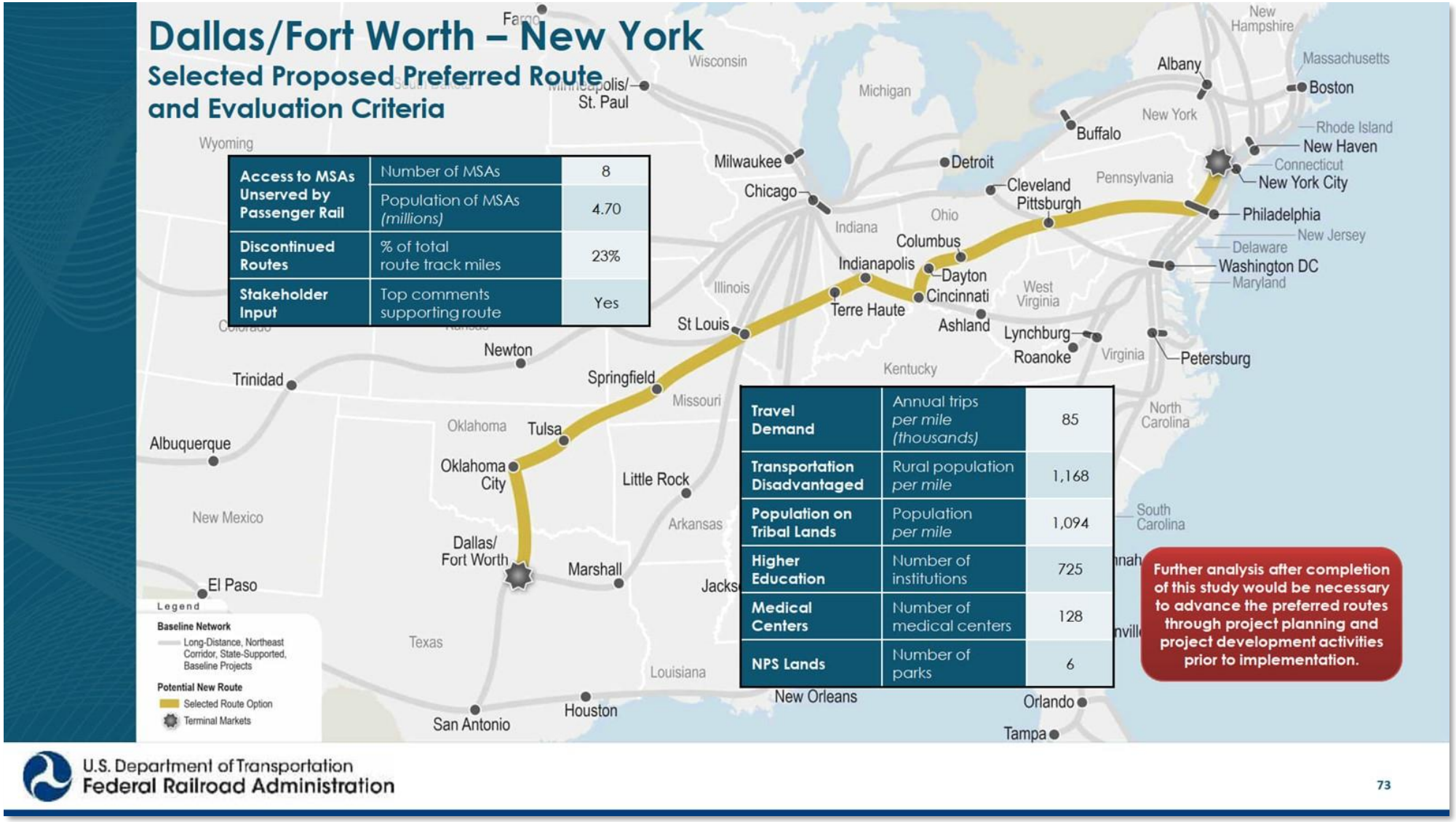

Source: Federal Rail Administration Regional Working Group Meeting 3

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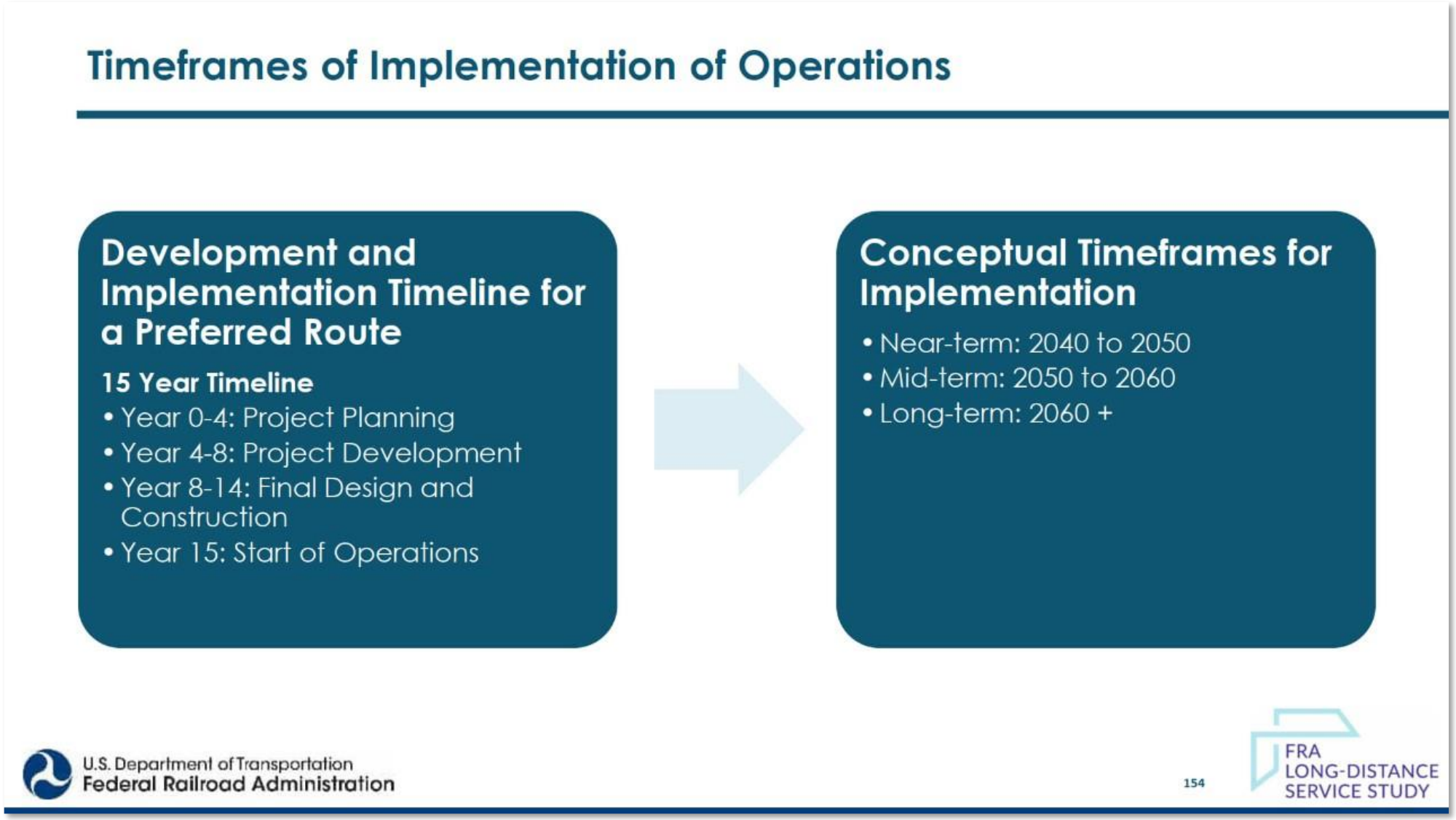

Source: Federal Rail Administration Regional Working Group Meeting 3

Project Scope & Schedule

Hilliard Passenger Rail Station Feasibility Study

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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