



# TRAC Project Application

## General Information

Current Status (Tier 1, Tier 2 or New)	Proposed Status (Tier 1 or Tier 2)	ODOT PID	ODOT District	Primary County (3 char abrv)	Facility Name (i.e. route, rail, terminal, or port name)
New	Tier 2	N/A	8	HAM	Cincinnati Fourth Main Rail and Cincinnati Union Terminal
<b>Project Sponsoring Agency</b>					
Port of Greater Cincinnati Development Authority					
<b>Project Manager (Contact Person)</b>					<b>Phone Number</b>
Kim Satzger, President Port of Greater Cincinnati Development Authority					513-621-3000
<b>Email Address</b>					
ksatzger@cincinnatiport.org					

## Project Description

### Local Jurisdictions

(i.e. list all cities, counties and townships)

City of Cincinnati, County of Hamilton

### Description of Work

Conduct a feasibility study for adding a fourth main line to Norfolk Southern Railroad tracks serving downtown Cincinnati with the intent of easing rail freight congestion, and potentially facilitating future rail passenger service serving Cincinnati Union Terminal.

### Purpose and Need

The Ohio Freight Rail Choke Point Study, August 2007, identified three specific choke points in the area that require attention. These are the North End of Gest Street Yard Improvements, Sharonville and Gest Street Yards, and the Queensgate Terminal. Of these, Cincinnati's Gest Street and Queensgate yards are a significant choke point for railroad freight traffic. Numerous state and local planning studies have identified Queensgate and its feeder rail lines as over-capacity, and a significant hindrance to freight and passenger rail traffic.

As noted in the Choke Points Study and other study documents, rail congestion into the Gest Street and Queensgate yards is so severe that the main lines are often blocked by trains awaiting service. This congestion causes diversion and delay of freight traffic bound for the region. In fact, delays at the Gest Street Yard and the Queensgate Terminal impacts nearly 600,000 rail carloads annually. A significant percentage of these rail cars are either originated or terminated in the Cincinnati area serving local businesses such as Proctor & Gamble, Kroger, Ford, General Mills and others. In addition, this choke point delays traffic bound for destinations such as Chicago, Detroit, Atlanta, Memphis, St. Louis, Kansas City, Jacksonville and Tampa. Providing a fourth main rail line through this congested area will provide needed relief for the identified freight rail congestion.

**Purpose and Need (continued):**

Freight rail yard congestion also prevents the expansion of rail infrastructure for passenger service. Currently, the Ohio Department of Transportation (ODOT) and the Ohio Rail Development Commission (ORDC) are pursuing a project to provide passenger rail service in the Cincinnati-Columbus-Cleveland corridor. Specific station locations have not yet been identified, but must be determined in conjunction with local officials. To make full use of the existing rail infrastructure, for both freight and passenger rail purposes, the existing congestion must be addressed. Therefore, as Cincinnati needs an appropriate and timely solution to address rail congestion, a feasibility study for adding a fourth main line to Norfolk Southern Railroad tracks serving downtown Cincinnati with the intent of easing rail freight congestion, and potentially facilitating future passenger service serving Cincinnati Union Terminal is needed.

Many of the land uses along the main lines which come into Queensgate are of an industrial nature. Because of this fact, it is likely that establishing new service into Queensgate would not require the highest level of environmental documentation. This is due to the fact that heavy freight traffic already exists in the corridor. Easing freight congestion, with potential to add several trains a day for passenger service along the existing railroad right-of-way, would not be considered a significant change of use. This could enable a simpler environmental document such as a Categorical Exclusion or an Environmental Assessment to be proposed.

Cincinnati Union Terminal's passenger facilities are not sufficient to handle additional passenger service at this time. Modifications to the terminal would be required. However, The Cincinnati Museum Center has provided its own funding for a plan to renovate the terminal and add passenger facilities for the four trains per week that use the terminal as part of its current Amtrak service.

The Port of Greater Cincinnati Development Authority ("Port Authority"), in conjunction with the Cincinnati Museum Center at Union Terminal, propose a feasibility study that will seek to:

- Ease freight congestion,
- Expand freight capacity at an underutilized rail yard,
- Identify opportunities for intermodal service as the rail yard is in close proximity to the Ohio River and several major interstate highway systems,
- Identify opportunities for the leveraging of a historic passenger rail terminal site for future passenger rail service,
- Leverage freight infrastructure for potential passenger rail system use,
- Enhance passenger facilities to accommodate frequent usage,
- Be consistent with Cincinnati's Land Use Plan, and
- Simplify the environmental documentation needed prior to the construction of proposed improvements.

# Community & Economic Growth and Development Factors

## Adopting Appropriate Land Use Measures

Land Use Plan Exists	Land Use Plan Coord. with T-Plan	Zoning based on T-Plan	Part of State/MPO Long Range Plan
(Yes, No or N/A)	(Yes, No or N/A)	(Yes, No or N/A)	(Yes, No or N/A)
Yes. The City of Cincinnati has a long range plan on file. More specific to the area, the City has developed the <b>Queensgate South Redevelopment Plan</b> and the <b>GO Cincinnati</b> plan. <a href="http://www.cincinnati-oh.gov/pages/-18168-/">http://www.cincinnati-oh.gov/pages/-18168-/</a>	Yes. Potential freight and passenger expansion is consistent with current use of the facility and in line expansion of multi-modal transportation opportunities as discussed in <b>GO Cincinnati</b> .	Yes. Potential improvements would serve to expand and accommodate its existing use, for which it is already appropriately zoned.	Yes. Facility improvements are consistent with the City of Cincinnati's stated desire to ease freight congestion and facilitate passenger rail service at this location. This project is also coordinated with the current VAR-STW Passenger Rail project (PID 85433).

### Priority on County or MPO Long Range Plan

The 2030 OKI Long Range Plan includes \$37.4 million to construct an additional rail main line between Queensgate and Evendale in the Cincinnati area. This area would encompass the necessary improvements to both Gest Street and Queensgate Terminal.

The OKI plan also includes \$17.3 million for the development of high-speed, inter-city passenger service on the Cincinnati-Columbus-Cleveland (3C) Corridor. In addition, a new high speed passenger rail line connecting Cincinnati with Chicago is being considered as part of a Midwest Regional Rail Initiative.

<b>Percent of Land Being Redeveloped</b>	(100%)	100% of this land is being redeveloped according to page 7 of <b>ODOT Transportation Review Advisory Council Policy and Procedures</b> for 2009. This criteria considers the percentage of "developed" land served by the project, which is <u>100%</u> , as all land in the proposed project area served by fourth main construction and Union Terminal improvements have either had, or currently has, use as residential, commercial, or other uses, and all the area is currently served by utilities.
<b>Improves Business Access</b>	(Yes or No)	Yes. Easing freight congestion and potentially expanding Cincinnati's passenger rail station at the Union Terminal provides better access to downtown and other transportation modes for businesses and other travelers.

<p><b>Improves Invest &amp; Employ</b></p>	<p>(Yes or No)</p>	<p>Yes. Inefficient freight rail systems can significantly affect the region's overall economic vitality; therefore, easing congestion and expanding capacity for the receipt of local/regional goods will serve to support and potentially expand local businesses.</p> <p>The potential for a Union Terminal passenger station is part of a larger Vision Plan for the Cincinnati Museum Center, which includes the addition of approximately 900,000 square feet of usable space for office, retail and residential development. According to the September 2007 study completed by the University of Cincinnati Economics Center for Education and Research, this planned development is projected to contribute an incremental economic impact of \$495.1 million annually and a total economic impact of \$538.1 million annually under current conditions. Addition of a high-speed rail terminal to the development could result in an incremental annual impact of more than \$1 billion.</p> <p>The study also estimated that the proposed new development would employ as many as 1,750 people. A copy of the September 2007 study is attached to this application.</p>																																							
<p><b>* Sub-county 5 Yr Unemployment Rate</b></p>	<p>(%)</p>	<p>The Port Authority used unemployment estimates from the U.S. Census Bureau's <i>American Community Survey Estimates</i>, which are available for the City of Cincinnati as a whole. Those unemployment statistics are shown in the table below:</p> <table border="1" data-bbox="639 919 1166 1276"> <thead> <tr> <th>Year</th> <th>Cincinnati Average Unemployment Rate</th> <th>Ohio Average Unemployment Rate</th> </tr> </thead> <tbody> <tr> <td>2003</td> <td>10.9%</td> <td>7.9%</td> </tr> <tr> <td>2004</td> <td>11.7%</td> <td>7.9%</td> </tr> <tr> <td>2005</td> <td>10.5%</td> <td>7.4%</td> </tr> <tr> <td>2006</td> <td>10.2%</td> <td>7.1%</td> </tr> <tr> <td>2007</td> <td>9.6%</td> <td>7.2%</td> </tr> <tr> <td>5 year average</td> <td>10.6%</td> <td>7.5%</td> </tr> </tbody> </table> <p><i>Source: U.S. Census Bureau, American Community Survey Estimates</i></p>	Year	Cincinnati Average Unemployment Rate	Ohio Average Unemployment Rate	2003	10.9%	7.9%	2004	11.7%	7.9%	2005	10.5%	7.4%	2006	10.2%	7.1%	2007	9.6%	7.2%	5 year average	10.6%	7.5%																		
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\* Optional. If omitted, the 5 year rates for the primary county will be obtained from the US Bureau of Labor Statistics ([www.bls.gov](http://www.bls.gov)) and US Census Bureau ([www.census.gov](http://www.census.gov)).

## Transportation Factors

Reduces Fuel Consumption <small>(Yes or No)</small>	Reduces Ozone Precursors <small>(Yes or No)</small>	Connects Transportation Modes <small>(Yes or No)</small>
Yes	Yes	Yes

**If project connects transportation modes, please explain how**

The project will relieve congestion at Queensgate, which in addition to local train movements, also serves as a major intermodal terminal for southwest Cincinnati. As noted, previous studies have identified three separate projects that would improve freight traffic and congestion within this project area. Improved passenger rail in Ohio will provide connections with major modes of transportation in each of the locations it serves. Specifically, providing an improved station location in downtown Cincinnati at the Union Terminal will directly connect passengers with easy access to parking, bus service, and potential local passenger rail initiatives such as the Cincinnati Streetcar or future light rail service. The Cincinnati Union Terminal location provides approximately 900 on-site parking spaces in addition to being served on Metro's Route #1.

**Existing Road Facilities (If applicable)**

ODOT NLFID <small>(or Cnty/Rte #)</small>	Begin Log Point <small>(x.xx)</small>	End Log Point <small>(x.xx)</small>	Location Termini <small>(i.e. from street 1 to street 2)</small>	Primary Road <small>(Yes or No)</small>
N/A	N/A	N/A	N/A	N/A

*(Insert additional rows as needed – one row for each existing roadway to be improved)*

**New Road Facilities (If applicable)**

Name or Designation	Beg Lat <small>(xx.xxxx)</small>	Beg Lon <small>(xx.xxxx)</small>	End Lat <small>(xx.xxxx)</small>	End Lon <small>(xx.xxxx)</small>	Location Termini <small>(i.e. from street 1 to street 2)</small>	Primary Road <small>(Yes or No)</small>
N/A	N/A	N/A	N/A	N/A	N/A	N/A

*(Insert additional rows as needed – one row for each new roadway to be constructed)*

**Transit Facilities (If applicable)**

Element Name	Peak Hour Ridership  <small>(Riders)</small>	VMT Reduction  <small>(%)</small>	Benefit/ Cost Ratio  <small>(x.xxx)</small>
N/A	N/A	N/A	N/A

**Freight Facilities (If applicable)**

Element Name	Freight Volume / Facility Capacity Ratio  <small>(x.xxx)</small>	Truck Reduction  <small>(%)</small>	Benefit/ Cost Ratio  <small>(x.xxx)</small>
Gest Street Yard	Providing a new main rail line through the congested Gest Street and Queensgate yards will represent a 33% capacity increase for these facilities. Exact calculations for Volume to Capacity Ratio, reduction in truck traffic, and Benefit/Cost Ratio are not known at this time. However, current Ohio Rail Development Commission (ORDC) studies will provide more detailed information on these items. These studies include the Amtrak Study and a capacity analysis currently underway for the 3C passenger rail project.		
Queensgate Terminal/Yard			

## Project Development

Project Phase	Completed By (Agency Name)	Actual / Projected Completion Date (MM/DD/YYYY)
<b>Preliminary Engineering</b>	Port Authority	3/31/11
<b>Interchange Modification Study</b>	N/A	N/A
<b>Environmental (NEPA) Doc.</b>	Port Authority	3/31/11
<b>Detailed Design</b>	Port Authority	3/31/2012
<b>Right of Way / Utilities</b>	Port Authority	9/30/2012

### **Preliminary Engineering**

This work would take approximately nine months to complete. Work on this project could begin upon acceptance of the proposal. For purposes of this schedule, a start date of 6/1/10 is assumed with an approximate completion date of **March 31, 2011**.

### **Environmental (NEPA) Documentation**

Heavy freight traffic and light passenger traffic currently exists in this corridor. This use is compatible with industrial facilities along the main lines coming into the project area. These uses are already in compliance with Cincinnati's current Land Use Plan. In addition, the Cincinnati Museum Center has developed a plan to renovate the terminal and add passenger facilities for the four trains per week that use the terminal as part of its current Amtrak service. Because of these factors, it is likely that this project would not require the highest level of environmental documentation. The addition of freight rail capacity and several trains a day for passenger service along the existing railroad right-of-way would not be considered a significant change of use. A simpler environmental document such as a Categorical Exclusion or an Environmental Assessment could be proposed. Such a document could be completed by **March 31, 2011**.

### **Detailed Design**

Design of new rail main line and passenger upgrades for Cincinnati Union Terminal could be accomplished in approximately 12 months. This work could begin upon completion of Preliminary Engineer and Environmental Documentation. In accordance with this schedule, detailed design could be completed by **March 31, 2012**.

### **Right-of-Way/Utilities**

Construction of a new fourth main rail line through Queensgate is intended to be built within existing right-of-way, so no new right-of-way would need to be acquired for this portion of the project. The Cincinnati Museum Center has developed an individual proposal to provide for expansion of the terminal facility on adjacent property to the north. This would entail the acquisition of new right-of-way for the facility. Approximately six months would be needed for this work. The proposed date for completion of RW acquisition and Utility Clearance is **September 30, 2012**.

## Sources of Other (Non-TRAC) Funding *(If applicable)*

Project Phase <small>(PS, NEPA, DD, RW, CO)</small>	Source <small>(Agency name)</small>	Amount <small>(In Millions)</small>
Planning Study	Hamilton County/Cincinnati Museum Center	\$0.9M

### Additional Explanation of Other Funding

In December 2006, Cincinnati Museum Center released its Restoration and Renovation Plan that called for needed facility restorations and new developments to improve and modernize the National Historic Landmark station. This study cost approximately \$910,000 to complete and analyzed the current uses of the facility, structural issues present, and identified a path to restore and preserve the landmark for the future. Museum Center hired nationally recognized preservation architects, RMJM/Hillier and Glaserworks, to conduct this comprehensive study. Funding for this work was provided by Hamilton County, Ohio.

*(Insert additional rows above "Additional Explanation of Other Funding" as needed – one row for each combination of project phase and source)*

**Note: Totals of Other funding entered above MUST MATCH totals in project funding table below by project phase.**

## Project Sponsor Investment Factors

Creation of TIF or Other Innovative Financing Tool <small>(Yes or No)</small>	Percentage of Sponsoring Agency Investment <small>(%)</small>
No	TBD

## Project Funding

Project Phase	Fiscal Year <small>(YYYY)</small>	Other Funding <small>(In Millions)</small>	Previous TRAC <small>(In Millions)</small>	New TRAC <small>(In Millions)</small>	Total <small>(In Millions) 2007 Dollars</small>
Planning Study (PS)	2011	\$0.9M			\$0.9M
Preliminary Engineering/ Environmental Doc. (NEPA)	2011			\$1.0M	\$1.0M
Detailed Design (DD)	2012				*\$2.0M
Right of Way /Utilities (RW)	2013				*\$1.5M
Construction (CO)	2013				*\$65.5M
<b>Total</b>		<b>\$0.9M</b>		<b>\$1.0M</b>	<b>\$70.9M</b>

*\*Funding for future project development not yet identified*

## Applicant Information

### Remarks/Comments

The Port of Greater Cincinnati Development Authority partners with local communities to facilitate economic development within the City of Cincinnati and Hamilton County, Ohio. This important work enhances the use of the land resources throughout the area, resulting in the retention and generation of jobs and the generation of additional tax revenues.

Partnering with property owners, developers, end-users, and non-profits, the Port Authority has launched a variety of development projects. These projects benefit from significant private sector investment. As an Ohio port authority, the Port Authority has access to a unique assortment of management and financing tools aimed at attracting significant private sector investment in large-scale development projects.

As a public-sector partner in these collaborations, the Port Authority has been able to deliver vehicles for financing structures, obtain grants, serve as property owner, assist in regulatory approvals, and provide technical assistance. In total, the Port Authority helped to create more than \$2.12 billion in total economic impact, of which \$712.7 million will directly enter local households as wages and salaries representing 21,694 jobs.

The Cincinnati Museum Center is a partner in this application. Originally built in 1933 as the Union Terminal train station, the building was declared a National Historic Landmark in 1977. It is the most recognizable and treasured building in Cincinnati. Union Terminal stands on a prominent location one mile northwest of the city center. Visitors approach the 10-story, arched, limestone and glass facade of the building from the east through a quarter-mile plaza. The dome is flanked on either side by curving wings. An illuminated fountain, cascade and pool lie in the foreground center. This building was recently named one of the top 50 architecturally significant buildings in America by the American Institute of Architects.

Name	Title	Phone Number
Kim Satzger Port of Greater Cincinnati Development Authority	President	513-621-3000
Signature		Date

### **MPO Acknowledgement** *(If applicable)*

<b>Name</b>	<b>MPO</b>	<b>Phone Number</b>
Mark Policinski, Executive Director	Ohio-Kentucky-Indiana Regional Council of Governments	(513) 621-6300
<b>Signature</b>		<b>Date</b>
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### **ODOT District Acknowledgement**

<b>Name</b>	<b>District</b>	<b>Phone Number</b>
Hans Jindal, P.E., Deputy Director	8	(513) 932-3030
<b>Signature</b>		<b>Date</b>
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