

NORTHEAST OHIO



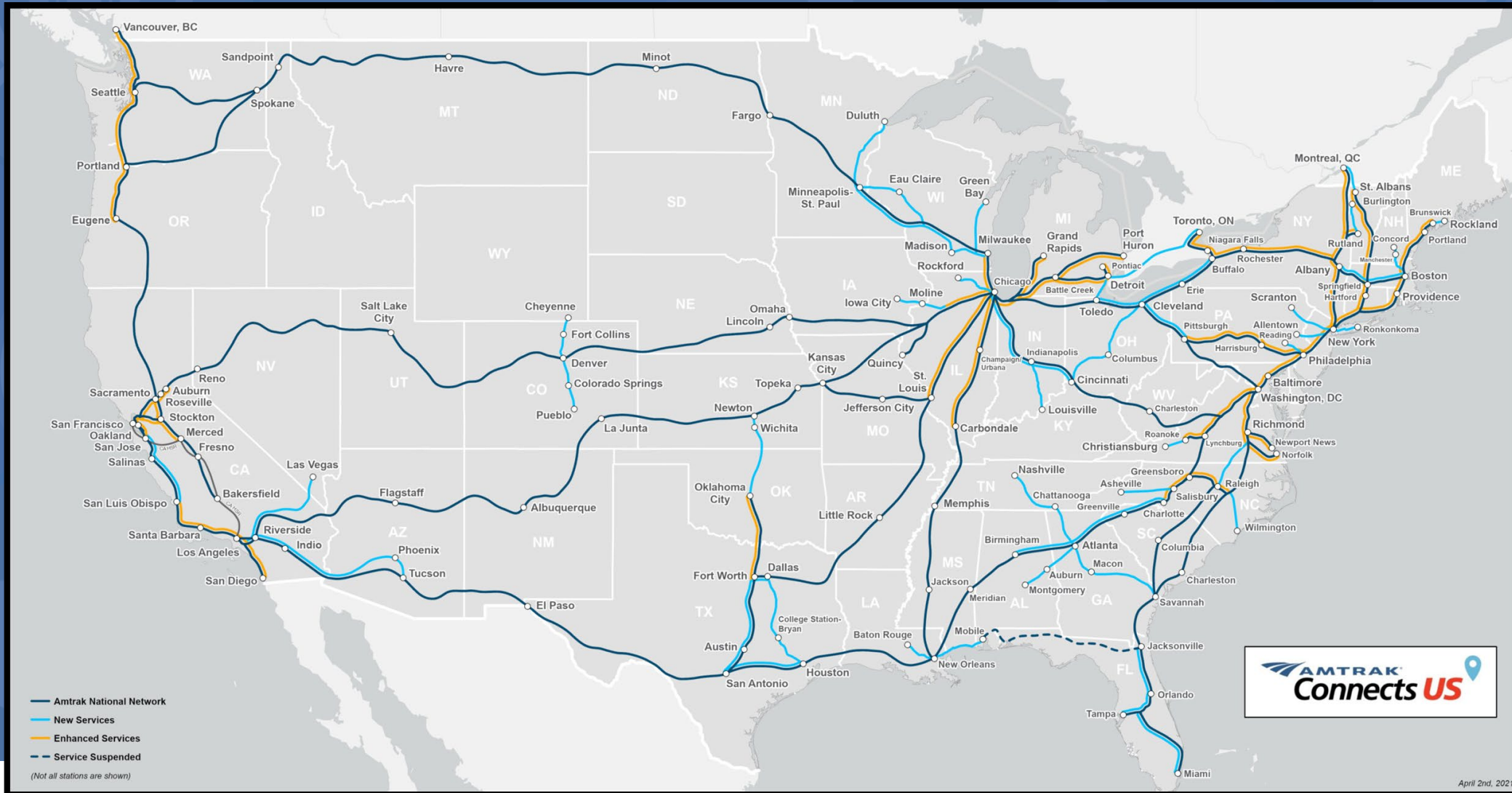
AREAWIDE
COORDINATING
A G E N C Y

NOACA: Planning For Greater Cleveland

ALL ABOARD OHIO
2023 ANNUAL MEETING
GRACE GALLUCCI, EXECUTIVE DIRECTOR
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
JULY 15, 2023



AMTRAK'S CONNECTS US PLAN



April 2nd, 2021

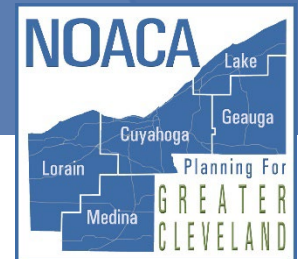
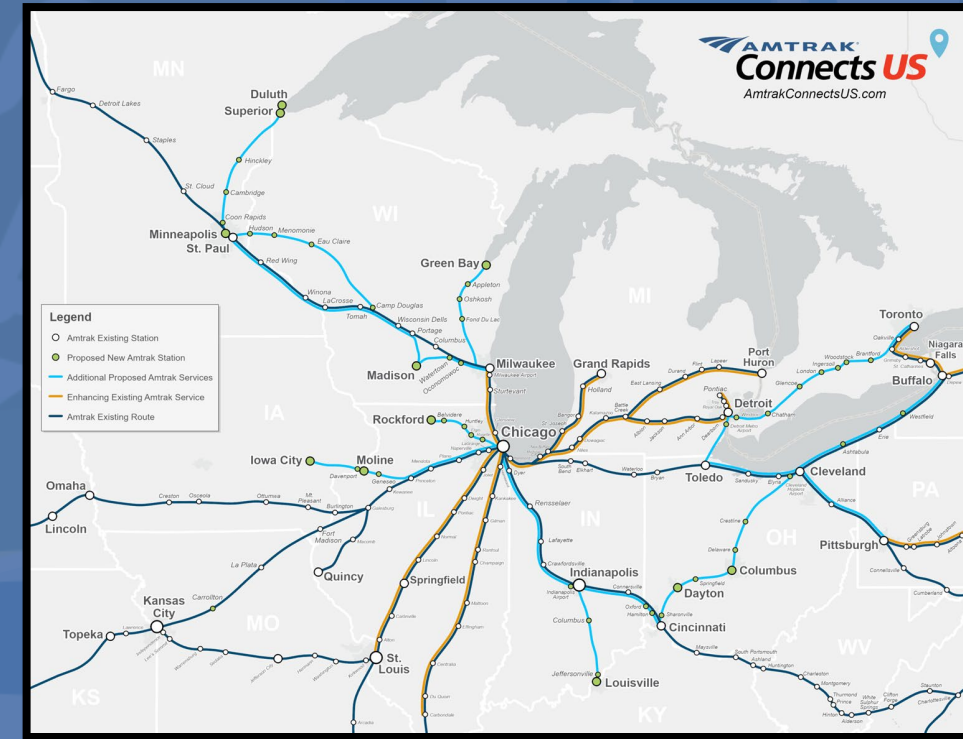
NOACA'S FOCUS

- Improved service through Cleveland:
 - Convenient departure/arrival times in Cleveland
 - Better on-time performance for passenger routes through Cleveland
 - Improved efficiency for Port of Cleveland freight traffic
 - Making the economic development case for additional rail expansion throughout Ohio



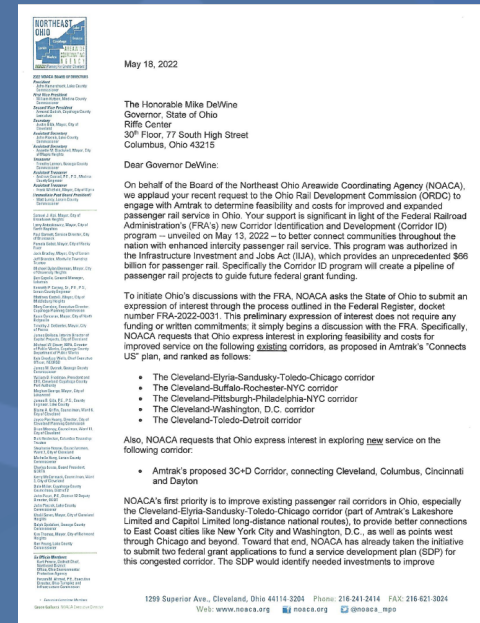
GETTING STARTED

- August 2021 meeting among the Cleveland-Chicago stakeholders:
 - FRA Administrator Amit Bose
 - Members of Congress
 - Rep. Marcy Kaptur (OH)
 - Rep. Marie Newman (Illinois)
 - Staff for Reps. Frank Mrvan (Indiana) and Jan Schakowsky (Illinois)
 - Amtrak official: Joe Shacter
 - MPO Executive Directors:
 - Grace Gallucci (NOACA – Cleveland, OH)
 - Erin Aleman (CMAP – Chicago, IL)
 - James Turnwald (MACOG – South Bend, IN)
 - Rail advocacy organizations
 - Stu Nicholson, All Aboard Ohio
 - Laura Kliever, Midwest Interstate Passenger Rail Commission
 - Rick Harnish, Midwest High Speed Rail
 - Alex Metcalf, TEMS, Inc.



SEEKING OHIO'S SUPPORT

- 2021-2023 NOACA's Legislative Initiatives for Action document prioritizes advocacy for passenger rail; Board response is enthusiastic
- 2022: NOACA wrote Ohio Governor Mike DeWine, thanking him for asking the ORDC to engage with Amtrak on feasibility and costs for improved and/or expanded service to Cleveland, and asking him to file expression of interest with FRA for 6 routes:
 - Improved east-west service on existing routes through Cleveland
 - New service on the proposed "3Cs&D" route



to DeWine

ence, and travel times – better connecting both passengers and nation's heartland. This corridor links world-class manufacturing one markets via Great Lakes shipping, and also provides affordable passenger rail access for millions of residents – for jobs and business education. NOACA stands ready to work with the State of Ohio to the FRA in order to plan and fund much needed improvements to d corridor.

leveland-Chicago corridor, improved service between Cleveland and isioned in Amtrak's "Connects US" plan and as listed above, would weland as a significant hub on its national network. To that end, there n place to upgrade the Cleveland Amtrak station. Securing as an Amtrak hub would help balance upcoming infrastructure r parts of the state, and ensure that all of Ohio is poised to move Century economy. We know transportation drives economic growth, us as a passenger rail hub would create new jobs and economic fit Ohioans.

A requests that Ohio explore feasibility and costs for Amtrak's an to connect Cleveland to Columbus, Cincinnati, and Dayton. This hio's largest metropolitan regions, as well as smaller and rural wren, to facilitate safe, efficient, convenient travel throughout Ohio mong these cities are well suited to passenger rail travel – attractive nnot drive, prefer not to drive, or need to conduct business wile a short for air travel. Connecting these cities and regions via allow their economies to better interact, creating a multiplier effect stments in any one region.

signed metropolitan planning organization (MPO) for Northeast nly adopted a new 30-year Long Range Plan: eNEQ2050, an y Northeast Ohio. This document lays out a vision for maintaining and gion's transportation system over the next three decades. This plan id for a robust multimodal transportation system in our region, and 2 improve economic opportunity and quality of life for all residents. anded passenger rail in Ohio will support economic development, rsionals in our state, connect communities of all sizes (including n), encourage tourism, improve transportation safety, reduce ar-and-tear on our highways, reduce climate emissions, improve air hicians more choices for business and personal travel.

stments will make Ohio more economically competitive, attracting d business investments, and connecting workers to jobs. Companies making decisions about where to locate or relocate are increasingly interested in multimodal transportation options, to reduce supply chain disruptions and provide choices for both employee travel and freight movement. Young people considering career opportunities are drawn to communities offering multimodal travel – and many

nce, and environmental il system will attract new employers, help gain" in our state.

and rural areas, NOACA believes that ortant role in connecting communities of all tion. Northeast Ohio's rural communities – in les – will see tangible benefits from expanded e state. Rail connectivity has been shown to and tourism and recreation potential for

ove and maintain Ohio's roadways, and ans. As Ohio moves forward from the COVID 1 – resulting in increased traffic congestion, nney repairs and maintenance. By working for rail investments, Ohio can proactively dduce spending on highway maintenance. In ad, Ohio can make a real dent in the growing g on our roadways, and provide Ohioans with a travel is perfectly suited to accommodate ck their mobile devices while traveling, timodal options for travel, improved and ice harmful auto emissions that degrade air ealthcare spending. Furthermore, we know approximately 30% of Ohio's total climate s that reduce vehicle miles traveled, rail travel – an important factor in attracting new s.

isative authority provided in the new federal g unprecedented opportunities to states and e. If Ohio does not participate, other states will es that Ohio will take this opportunity to work sary to fulfill Amtrak's "Connects US" plan in

Sincerely,



Grace Gallucci
Executive Director and CEO

GG:bb:ml 9086a



LOCAL SURVEY

NOACA, with partners Downtown Cleveland Alliance and Cleveland Neighborhood Progress, conducted a survey of over 5,500 Cleveland-area stakeholders and residents:

- 99% would use Amtrak more if departures and arrivals were in daytime hours
- 99% would choose Amtrak over flying if travel times were similar
- Destinations most likely to attract Amtrak travelers if service were improved:
 - Chicago
 - New York
 - D.C.
 - Pittsburgh
 - Philadelphia
 - Detroit



CORRIDOR ID PROGRAM

- Infrastructure Investment & Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL) allocated unprecedented \$66B for passenger rail throughout U.S.
- IIJA created FRA's new Corridor Identification & Development (Corridor ID) Program, to identify priority passenger rail corridors for funding and development



The screenshot shows the Federal Railroad Administration (FRA) website. The header includes the FRA logo and name, a search bar, and a navigation menu with links for About FRA, Railroad Safety, Rail Network Development, Research & Development, Legislation & Regulations, Grants & Loans, and FRA eLibrary. The main content area is titled "Corridor Identification and Development Program" and includes an overview, a list of links for accepting applications and funding opportunities, and a link to a webinar page.

U.S. Department of Transportation
Federal Railroad Administration

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Home / Grants & Loans / Competitive Discretionary Grant Programs

Competitive Discretionary Grant Programs

Accepting Applications

Legacy and Inactive Grant Programs

Corridor Identification and Development Program

Overview: The Corridor Identification and Development (Corridor ID) Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

- [FY 2022 Corridor Identification and Development Program Notice of Solicitation of Corridor Proposals and Funding Opportunity](#)
- [FY 2022 Corridor Identification and Development Program Notice Amendment](#)
- To view presentation materials from the February 16, 2023, Corridor ID Webinar, visit FRA's [Webinars webpage](#), Grants & Loans drop-down.



CORRIDOR ID PROGRAM

2022: NOACA submitted a Letter of Interest for several routes in response to FRA's Corridor ID program:

TO: FEDERAL RAILROAD ADMINISTRATION, U.S. DOT
FROM: NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)
RE: Docket Number FRA-2022-0031
DATE: August 9, 2022

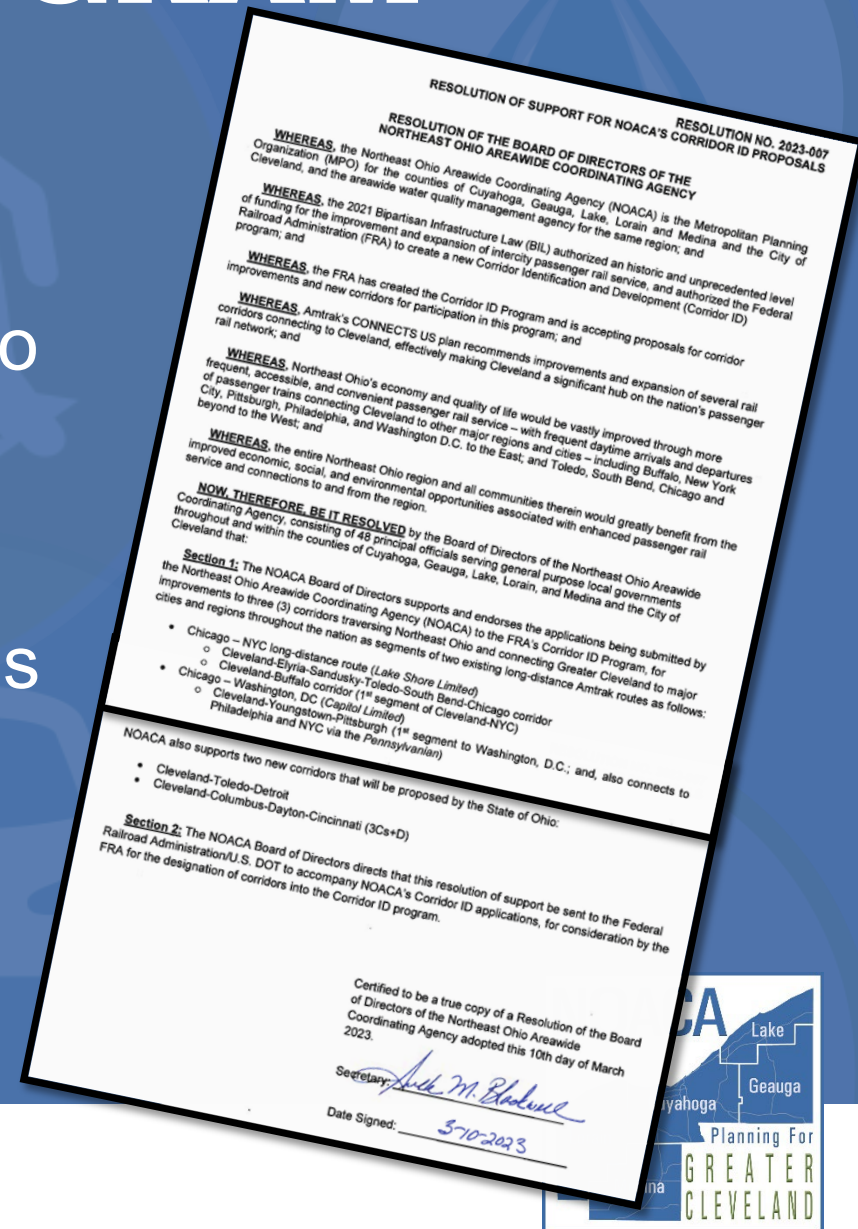
On behalf of the Northeast Ohio Areawide Coordinating Agency (NOACA), I am pleased to submit an expression of interest in working with the Federal Railroad Administration (FRA) to create Service Development Plans (SDPs) for improved intercity passenger rail service on the following existing rail corridors, in accordance with the notice published in the Federal Register, Docket number FRA-2022-0031:

- The Cleveland-Elyria-Sandusky-Toledo-Chicago corridor
- The Cleveland-Buffalo-Rochester-NYC corridor
- The Cleveland-Pittsburgh-Philadelphia-NYC corridor
- The Cleveland-Washington, D.C. corridor
- The Cleveland-Toledo-Detroit corridor



CORRIDOR ID PROGRAM

- November 2022, NOACA submitted formal applications for 3 corridors:
 - CLE – Toledo – South Bend – Chicago
 - CLE – Youngstown – Pittsburgh (in route to Phila. & DC)
 - CLE – Buffalo (in route to NYC)
- NOACA Board supported these applications, as well as Ohio's applications for:
 - 3Cs & D (CLE – Columbus – Dayton – Cincinnati)
 - CLE – Toledo - Detroit



CONTINUING EFFORTS

NOACA continues to advance passenger rail improvements through Cleveland:

- Meetings/discussions with Statehouse delegation
- Meetings/discussions with Congressional delegation
- Ongoing talks with Amtrak
- Discussions with partners to the East and West
- Engaging Cleveland's business community, and seeking their advocacy with Governor and other officials
- Continued collaboration with local stakeholder organizations, like Downtown Cleveland Alliance, Cleveland Neighborhood Progress, and Ohio Association of Regional Councils (OARC)
- Continued discussions with local elected officials in NOACA's 5-county region (NOACA Board)



NEXT STEPS

- NOACA will continue to urge Ohio to engage through the Corridor ID program
- NOACA will continue to engage MPOs from the East Coast through Chicago
- NOACA will continue to work with Amtrak on station upgrades
- Continued engagement through FRA's Amtrak Daily Long-Distance Service Study
- Advocacy to oppose proposed rail funding cuts through the Congressional appropriations process
- NOACA's 2023 Annual Meeting in October: focus on passenger rail, featuring Amtrak's Derrick James



CUYAHOGA VALLEY SCENIC RAILROAD EXTENSION

- NOACA leading a partnership to fund a feasibility study to extend CVSR passenger service from Independence north to Downtown Cleveland:
 - NOACA
 - Cleveland Metroparks
 - City of Cleveland
 - Cuyahoga County
 - GCRTA
 - National Park Service
 - Canalway Partners
- NOACA applied for grant through the Ohio & Erie Canalway Strategic Initiative Program
- Will continue to work with partners to advance this project (develop scope of service, procure feasibility study)



FOR MORE INFORMATION:

www.noaca.org



NORTHEAST OHIO



AREAWIDE
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NOACA: Planning For Greater Cleveland

NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.