



## Amtrak Fact Sheet, Fiscal Year 2009

# State of Ohio

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### Amtrak Service & Ridership

Amtrak serves Ohio with three long-distance trains:

- The *Capitol Limited* (daily Chicago-Cleveland-Pittsburgh-Washington, D.C.)
- The *Cardinal* (tri-weekly Chicago-Cincinnati-Washington, D.C.-New York)
- The *Lake Shore Limited* (daily Chicago-Cleveland-Buffalo-Boston/New York)

During FY09 Amtrak served the following Ohio locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alliance	3,364
Bryan	5,942
Cincinnati	14,777
Cleveland	39,371
Elyria	3,719
Sandusky	6,513
Toledo	54,488
<b>Total Ohio Station Usage:</b>	<b>128,174</b>

### Procurement/Contracts

Amtrak expended \$37,741,060 for goods and services in Ohio in FY09. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Campbell	\$ 19,689,000
Cleveland	\$ 2,518,752
Columbus	\$ 1,058,984
Dayton	\$ 4,848,021
Northfield	\$ 2,073,466
Sunbury	\$ 3,422,278

### Employment

At the end of FY09, Amtrak employed 51 Ohio residents. Total wages of Amtrak employees living in Ohio were \$4,181,543 during FY09.

## Expansion Planning

During 2008, Governor Strickland asked Amtrak to study the feasibility of establishing passenger rail service along a corridor connecting Cleveland to Columbus, Dayton, and Cincinnati. The Feasibility Report on Proposed Amtrak Service was delivered to the Ohio Rail Development Commission in September, 2009, and examined several freight rail routes to determine compatibility with existing traffic, necessary capital improvements, potential service schedules, ridership, revenue and state operating contribution. Based upon findings of the Amtrak study team, a proposed schedule of four round trips daily would generate 478,000 annual passenger trips and \$12.2 million in revenue. Start-up costs for track rehabilitation, additional sidings and connections, passenger cars, locomotives and a maintenance facility would be \$518 million. Annual operating support for the route would be approximately \$17 million.

This study is the first step in the State's planned "Ohio Hub" network of higher-speed, frequent trains connecting Ohio's principal business and population centers with those in adjoining states and Canada. The state submitted an application to the Federal Railroad Administration for American Recovery and Reinvestment Act Intercity and High Speed Rail Program funds to finance start-up costs for the route.

## Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Ohio include:

Alliance	Mobility First	\$ 14,000
Alliance	New station shelter/platform	\$ 1,500,000
Bryan	Mobility First	\$ 14,000
Bryan	platform tactile edge	\$ 100,000
Elyria	Mobility First	\$ 163,000
<b>Total Ohio ARRA funds:</b>		<b>\$ 1,791,000</b>