



Eastern Corridor Program Overview

The Eastern Corridor Program is a regional effort to improve travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County.

Defined by the results of extensive studies and public involvement, the Program integrates regional passenger rail, enhanced bus service, accommodations for bicyclists and pedestrians, new roads and roadway improvements to provide long-term transportation solutions and community enhancement and economic development opportunities for the Eastern Corridor region.

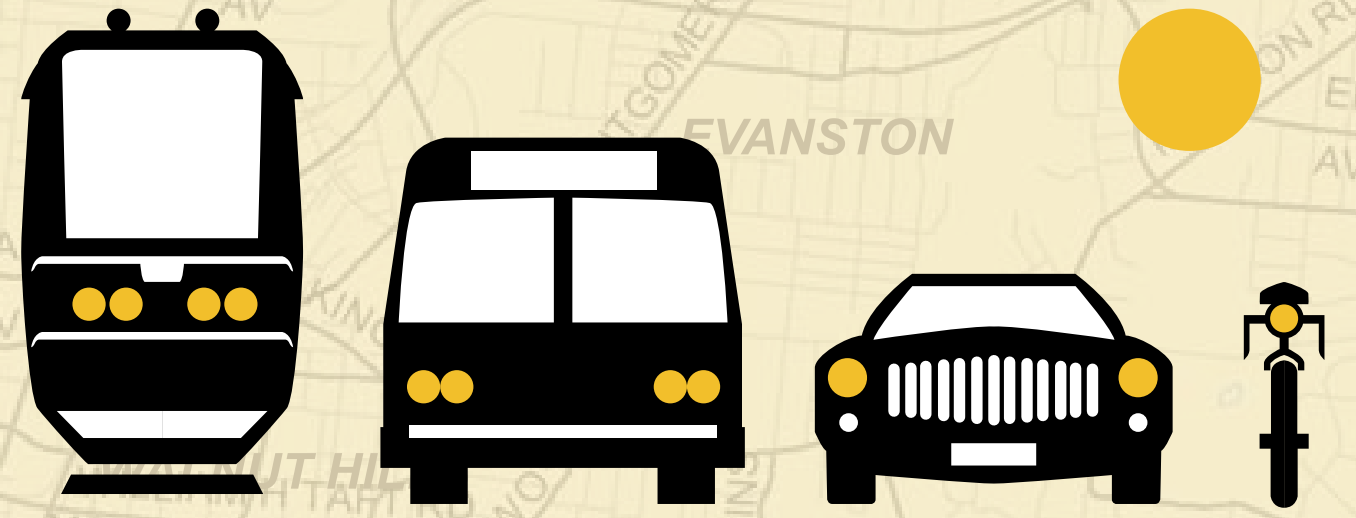
Extensive studies have been completed to define transportation problems and identify long-term solutions.

Program Goals

Four goals have guided the development, evaluation and future implementation of a recommended plan:

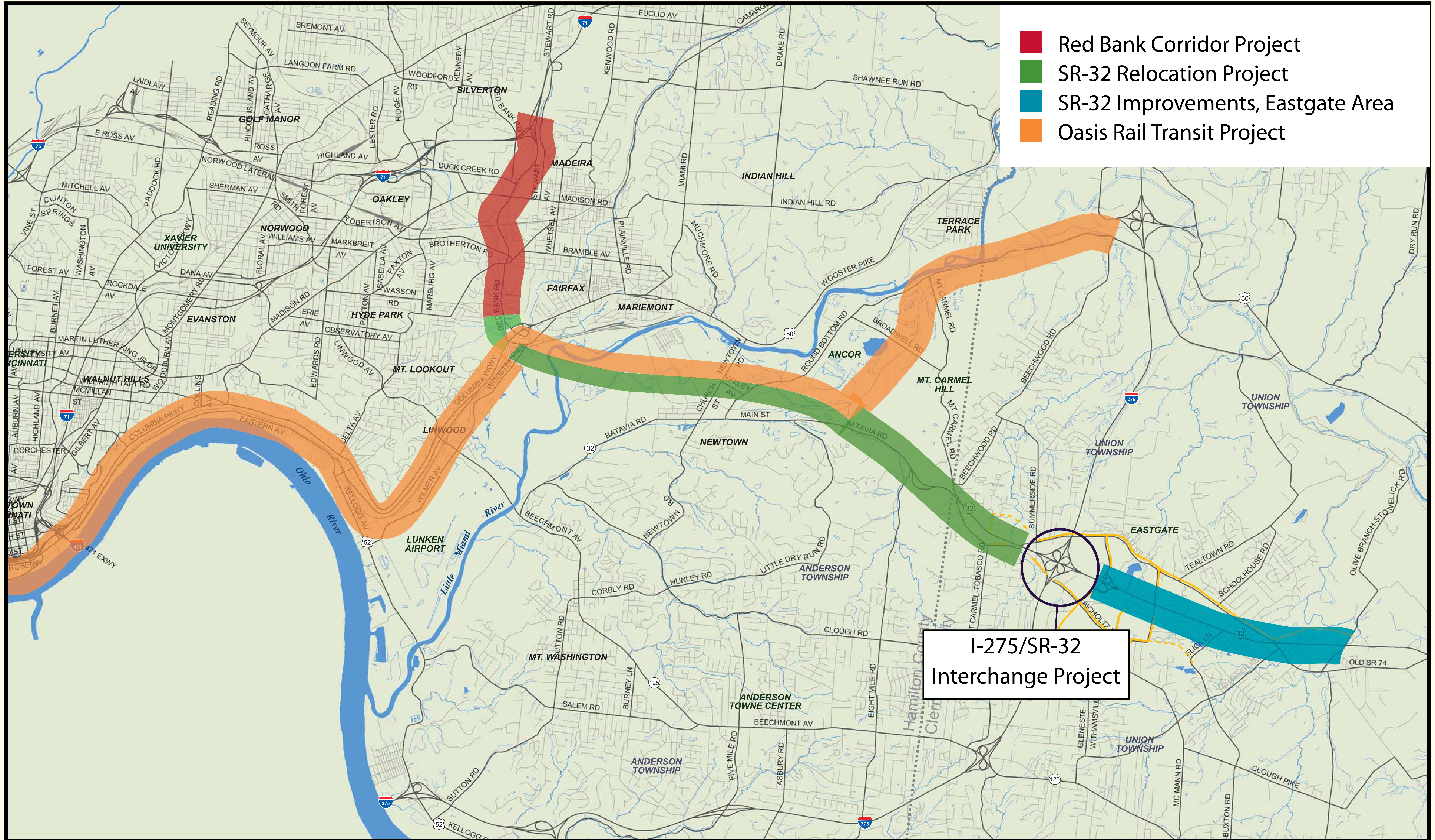
- Identify an effective, comprehensive transportation solution
- Support and grow the regional economy
- Implement improvements consistent with larger regional environmental goals
- Consider land use visions when structuring the transportation solution

The Eastern Corridor Implementation Partners include: *Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), Southwest Ohio Regional Transit Authority (SORTA) and the Ohio Department of Transportation, District 8 (ODOT)*



The Eastern Corridor

Eastern Corridor Program Study Area





The Eastern Corridor

A Tiered Study Approach

Tier 1

Completed in 2006*, the Tier 1 study examined a broad range of possible actions. The study resulted in a multi-modal transportation plan and a series of conceptual alternatives to be studied further. The recommended plan included:

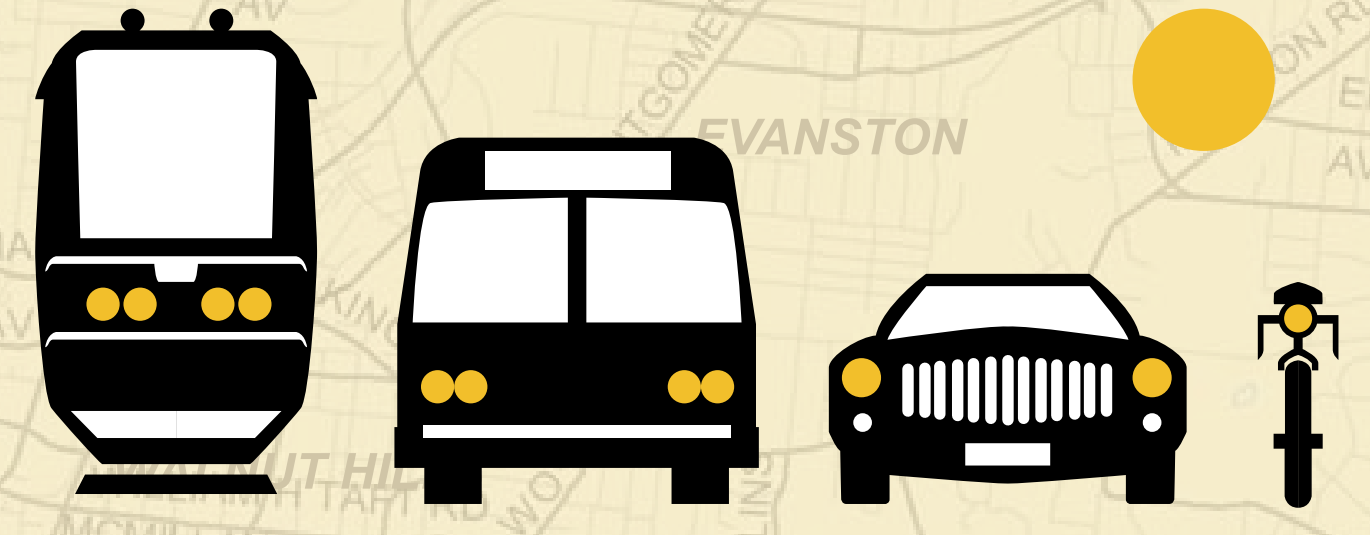
- New rail transit options
- Improvements for bicyclists and pedestrians
- Expanded bus routes
- New and expanded roadways
- Improvements to local roadway networks

Tier 2

The Tier 2 study is now underway. As part of Tier 2, the Implementation Partners:

- Will continue to gather and use public input to help guide decision making
- Are examining Tier 1 recommendations in detail and evaluating them for function, context, feasibility and cost
- Are narrowing and refining conceptual alternatives
- Will identify preferred alternatives that will eventually undergo detailed design and construction

** The final Tier 1 study document is called the Tier 1 Final Environmental Impact Statement (FEIS). The 2006 FHWA Tier 1 Record of Decision (ROD) advanced the Tier 1 recommendations for further study. Copies of these documents are posted on the Eastern Corridor website.*



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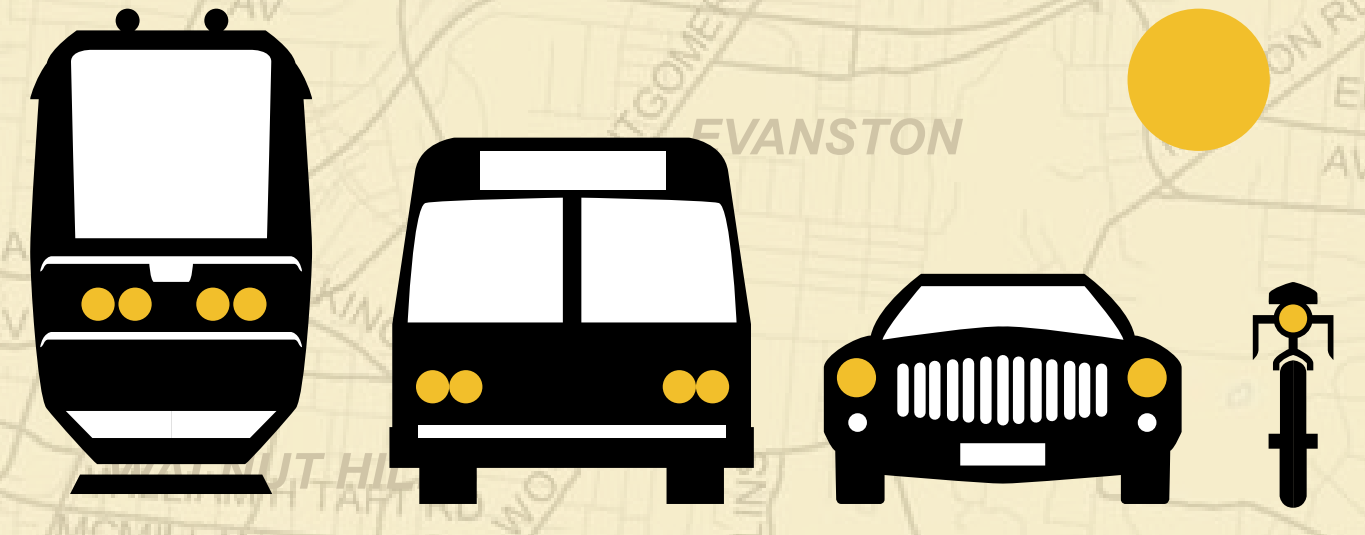
Eastern Corridor Funding

Funding for the Tier 2 study has been secured.

Tier 2 funding is provided primarily by the Federal Highway Administration and the Ohio Department of Transportation, with support from the Eastern Corridor Implementation Partner agencies.

The Implementation Partners are actively working to identify and secure funding sources for the Program's detailed design and construction phases. Possible funding sources include:

- Public/Private Partnerships (P3s)
- Federal, state and local support
- Federal Highway Administration
- Federal Transit Administration
- Federal Railroad Administration



The Eastern Corridor

Funding Quick Facts



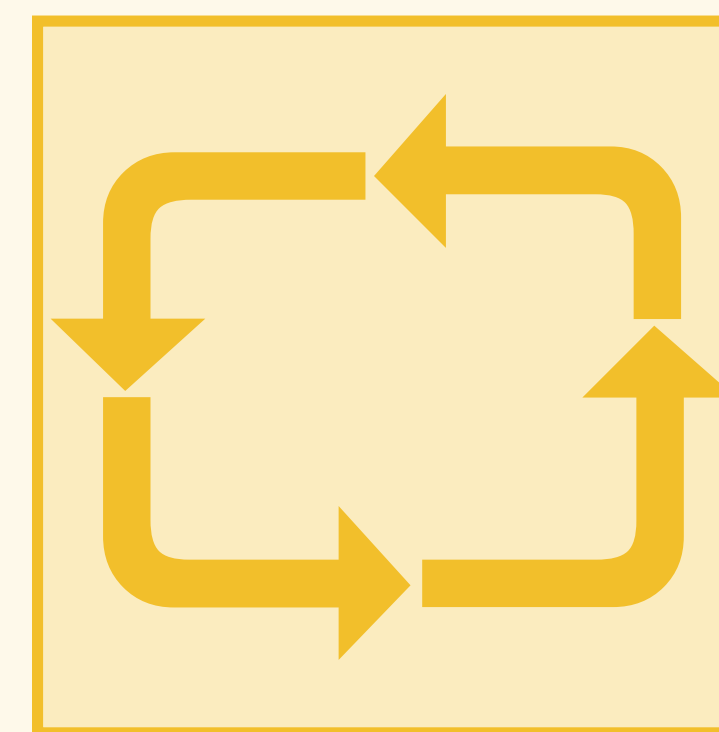
It's standard practice for large transportation and infrastructure projects to move forward with preliminary design and environmental analysis before construction funding is identified. Preliminary engineering and design help define the scope of a project and the funding dollars needed.



Funding dollars are tight and many good projects are in competition for the limited resources available. The Eastern Corridor Program is rated highly on several key prospective funding lists.



The Implementation Partners are focusing on developing solid, construction-ready projects for which work can begin once funding is secured. Having a project ready and well-planned can help advance it faster through funding prioritization lists.



Project phasing is an option for getting started more quickly. Less money would be needed at one time if the projects are constructed in phases. The benefit to phased construction is that work can begin sooner.