



OASIS COMMUTER RAIL FACT SHEET

PROJECT BACKGROUND

Spanning nearly 165 square miles of both urban and suburban communities, the Eastern Corridor extends east from downtown Cincinnati to the I-275 corridor in Clermont County, and includes the City of Milford to the north, Batavia Township to the east, and Amelia Village to the south.

Mobility and connectivity within the Eastern Corridor is problematic. Transportation routes already exceed their designed capacity, and average daily traffic volumes on the interstates and most main roadways in the area are projected to increase up to 81% over current conditions by 2030¹. This is expected to lead to increased road congestion, with potential negative effects to efficient movement of goods, services and people.

On June 2, 2006, a Tier 1 Environmental Impact Statement Record of Decision (ROD) for the Eastern Corridor Study – a detailed study of mobility and connectivity challenges between Greater Cincinnati’s Eastern Corridor and downtown Cincinnati – established that a multi-modal transportation program should be implemented to increase capacity, reduce congestion and delay, improve safety, and provide transportation options and connectivity to the region’s key transportation corridors and social and economic centers.

The ROD advanced four multi-modal components for further study: rail transit, expanded bus transit, new highway capacity, and various Transportation Systems Management (TSM) options, including minor local transportation network improvements and new bikeways. The Oasis Commuter Rail Project focuses on the rail transit element of the Eastern Corridor ROD. More information about the Eastern Corridor is available at www.easterncorridor.org.

OASIS COMMUTER RAIL OVERVIEW

Offering a rail-based transportation alternative, the Oasis Commuter Rail is one of four long-term solutions being considered to address mobility challenges within the Eastern Corridor. The proposed rail corridor is approximately 17 miles in length, and extends between the Riverfront Transit Center in downtown Cincinnati and I-275 in the City of Milford. It is divided into four segments and would be served by multiple stations.

<i>RAIL SEGMENTS</i>	<i>Description</i>	<i>Approx. Length</i>
Oasis Segment 1 (Riverfront Rail Transit)	Riverfront Transit Center to the Boathouse – new alignment following existing tracks for a portion of its length	One mile
Oasis Segment 2	Montgomery Inn Boathouse to U.S. 50 in Fairfax – new rail transit or along existing tracks	Seven miles
Oasis Segment 3	U.S. 50 in Fairfax to Ancor, slightly northeast of Newtown – a shared highway/rail segment on new alignment	Four miles
Oasis Segment 4	Ancor to Milford – new rail transit on or along existing Norfolk Southern tracks	Five miles

¹ Data was provided in the Eastern Corridor Study’s Tier 1 Environmental Impact Statement Record of Decision, June 2, 2006,

PROPOSED RAIL STATION LOCATIONS

Riverfront Transit Center (Downtown Cincinnati)	Beechmont Avenue (at Wooster Pike)
East Riverfront (Adams Crossing area)	Red Bank Road Area (South of Fairfax)
Pendleton/East End (near Torrence Parkway)	Newtown Road (Near Newtown Road)
Columbia-Tusculum (at Columbia Pkwy and Delta Ave)	Ancor/Broadwell Road Area
Lunken Airport (along Wilmer Avenue)	Milford (near the I-275/US 50 interchange)

PROJECT PURPOSE

The Oasis Commuter Rail line is currently undergoing Tier 2 National Environmental Policy Act (NEPA) analysis and preliminary engineering. The Tier 2 NEPA analysis will evaluate feasible alignment and rail technology alternatives, identify the potential impacts that could result from each, and define any necessary mitigation measures.

Alignment and technology alternatives under consideration will be refined through detailed engineering, environmental analyses and comparative impact evaluation. The end result of this analysis will likely be the identification of a Locally Preferred Alternative (LPA) for the Oasis line.

PROJECT SCHEDULE

The Oasis Commuter Rail study started in May 2010 and is scheduled for completion in early 2012. During this period, the project team will:

- Perform the technical studies and evaluations needed to refine the purpose and need for rail transit in the Eastern Corridor
- Develop a preliminary operations plan and assessment of rail technology to determine which technology will best suit the region's needs
- Assess the value of the required investment to the community
- Complete Tier 2 NEPA documentation
- Begin station area planning
- Prepare cost estimates

OASIS COMMUTER RAIL PROJECT PARTNERS

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio Department of Transportation (ODOT)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Kentucky Indiana Regional Council of Governments (OKI)

FUNDING

The Tier 2 NEPA analysis and preliminary engineering phase of the Oasis Commuter Rail project is funded by ODOT, with indirect support from the Project Partners' financing of various project elements such as modeling and land use studies. Future phases of the project will likely be financed by ODOT, the Federal Highway Administration, the Federal Transit Authority, the Project Partners, or a combination of thereof. Funding for construction and operation has not yet been obtained, but is expected to be generated through combination of federal, state and local resources, both public and private.