



Oasis Rail Transit Project

REGIONAL RAIL VEHICLES

Fact Sheet

www.EasternCorridor.org

OASIS OVERVIEW

Oasis Rail Transit is a regional rail line designed to better connect people with the places they work, live and play.

Oasis will provide a new transportation alternative for the Eastern Corridor region, moving residents, workers and visitors between downtown Cincinnati and the City of Milford and the communities that lie in between. The rail corridor extends approximately 17 miles and will travel along a combination of existing and new tracks. Oasis rail stations will also serve as strong catalysts for local community enhancement and economic growth.

The Oasis line is a foundation upon which future passenger rail lines can be added, connecting communities throughout the Greater Cincinnati region.

Establishing new rail transit service to provide additional mobility options is an important component of the Eastern Corridor's vision of an integrated, multi-modal transportation network.

The proposed Oasis Rail Transit corridor extends approximately 17 miles between downtown Cincinnati (Riverfront Transit Center) and I-275 in the City of Milford. In addition to providing a new rail-based regional transportation option serving Eastern Corridor communities, the Oasis line will offer new opportunities for community enhancement and development.

The vehicle (or train) is probably the most visible element associated with a rail system. There are several regional rail vehicle options being considered for the Oasis line and each vehicle is:

- Quiet
- Attractive
- Comfortable
- Proven
- Self-propelled and Efficient

QUIET

Regional rail vehicles are quieter than conventional locomotive-powered passenger trains or freight trains, minimizing their impacts on properties adjacent to the rail corridor. Moreover, their design and construction act to reduce noise impacts for passengers as well.

ATTRACTIVE

The sleek, modern design and expansive windows offered by single-level regional rail vehicles provide an appealing transportation option that will link the communities they serve. Future branding will determine an appropriate name and image for the Oasis Rail Transit service.

COMFORTABLE

Passengers would enjoy easy, low-floor boarding and comfortable seating for 200+ riders per car and up to 400 passengers per two-car train when fully occupied. The vehicles are fully ADA-compliant and feature overhead storage, tie-downs for bicycles, and other amenities such as onboard Wi-Fi.



Courtesy of WM



DMU

PROVEN

Regional rail vehicles being considered for the Oasis line are currently operating throughout the United States and Canada, and other lines are under design and construction. Similar rail service examples include:

- **Sprinter** (North County Transit District, Oceanside, CA) Service between Oceanside and Escondido, California.
- **River Line** (New Jersey Transit) Service between Camden and Trenton, New Jersey.
- **A Train** (Denton County Transportation Authority) Service between Denton and Carrollton, Texas
- **Capitol MetroRail** (Capital Metropolitan Transportation Authority) Service between Austin and Leander, Texas.
- **O-Train** (Ottawa, Ontario, Canada) Service between the Bayview and Greenboro stations
- **Sonoma-Marín Area Rail Transit** (under development) Will provide service between Larkspur (San Francisco Bay Area, Marin County) and Cloverdale, 70 miles north in Sonoma County

“The [rail vehicle] is quiet, rides well, is adaptable, and has no diesel odor or other nuisance issues. With its new fuel standards and advanced system...the boarding and riding experience is similar to an electrically-powered vehicle. These are wonderful, and I recommend them to any transit agency.”

*-- John Cowman
Mayor of Leander, Texas and
Member of the
Capital MetroRail Board*

SELF-PROPELLED AND EFFICIENT

Unlike heavier locomotives pulling passenger coaches, regional rail vehicles provide their own power through highly-efficient, low-emission diesel engines within the vehicles. No overhead electrical system is required, reducing initial capital costs and facilitating joint-use for freight operations during periods when the passenger rail service is not operating. These vehicles offer fuel efficiency, fast acceleration, simplified maintenance, and reduced staff - just a single vehicle operator is required.

PUBLIC INVOLVEMENT

As a NEPA project, public participation has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will be instrumental in the evaluation and refinement of project alternatives. Over the course of the Eastern Corridor Program’s Tier 2 study, the Eastern Corridor Implementation Partners will work closely with stakeholders to examine and refine proposed program elements into alternatives that best meet the needs of the Program and the region’s communities.* Information about upcoming public involvement opportunities is be posted on the Eastern Corridor website, www.EasternCorridor.org.

**Efforts will keep consistent with the stated objectives and purposes identified in the 2005 Tier 1 FEIS and the Federal Highway Administration’s 2006 Record of Decision.*



Eastern Corridor Implementation Partners

The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners:

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)

Ohio Department of Transportation (ODOT)