



Do Ohio Cities Benefit From Where The Train Stops?

The potential benefit extends well beyond the existence of a station or the construction of a new one. As in early America, the train station can be a hub of renewed commercial and residential activity, especially in core urban areas and downtowns.

A new Columbus station could complement development in the Arena District or Convention Center. A new Springfield station would be right in the heart of downtown Springfield's urban core redevelopment. The potential Dayton-area stop feeds such job and education centers as Wright-Patterson Air Force Base, Wright State University and the University of Dayton.

- Train stations can be multi-purpose, serving as intermodal hubs for not only intercity passenger trains, but for local mass transit (both rubber-tired and rail-based). They can also afford greater access to and for taxi cabs, bicycles and pedestrians.
- Station facilities can include small businesses that cater to passengers: coffee shops, sandwich shops, dry cleaners, newsstands, etc.

But consider also the kind of dense, mixed use development that is now taking place along passenger rail corridors around the United States...

- **North Carolina** saw a economic development return of \$1.45 on each state dollar invested in the rehabilitation of a dozen train stations, and that doesn't even include peripheral development.
- In **Maine**, along the Downeaster route: two hotels and a \$20 million residential & retail complex were built within two blocks of the Old Orchard Beach train station. Developers broke ground on a renovation of old mill property by the new \$2.5 million Saco station into a \$110 million retail, office and residential development.
- A multi-modal facility in **Meridian, Mississippi** has since generated over \$10 million of private investment in their downtown area.
- **Lafayette, Indiana's** train station project led to a neighboring \$36 million development.