

TABLE 1
Escalation of Fiscal Benefits
From 3C "Quick Start" passenger rail
All numbers are in millions

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
Ohio sales tax revenues from consumers			\$6.1	\$6.4	\$6.7	\$7.0	\$7.3
Annual budget offsets from state employees using 3C trains			\$5.0	\$6.25	\$7.5	\$8.75	\$10.0
Ohio income tax revenues from direct 3C jobs	\$0.6	\$0.6	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25
Ohio income tax revenues from indirect 3C jobs	\$1.2	\$1.2	\$2.08	\$4.16	\$6.24	\$8.32	\$10.4
Annual budget offsets from reduced road repairs			\$1.07	\$1.07	\$1.07	\$2.14	\$3.2
TOTALS	\$1.8	\$1.8	\$14.5	\$18.13	\$21.76	\$26.46	\$31.15

Notes:

1. Assumes 3C train service begins at the start of state Fiscal Year 2013.
2. Calculations were done via a modified straight-line method depending on the baseline data and if the benefits are due to begin during construction or after train service starts.

TABLE 2
Net Fiscal Impact on The State of Ohio
From 3C "Quick Start" passenger rail
All numbers are in millions

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
3C 'Quick Start' operating cost (assumes 3% inflation rate)			-\$17	-\$17.51	-\$18.04	-\$18.57	-\$19.13
Fiscal benefit to state (see prior table) from 3C trains	+\$1.8	+\$1.8	+\$14.5	+\$18.13	+\$21.76	+\$26.46	+\$31.15
Federal CMAQ grant to fund 80% of 3C operating cost			+\$13.6	+\$14.01	+\$14.43		
NET FISCAL IMPACT ON THE STATE OF OHIO	+\$1.8	+\$1.8	+\$11.1	+\$14.63	+\$18.15	+\$7.89	+\$12.02