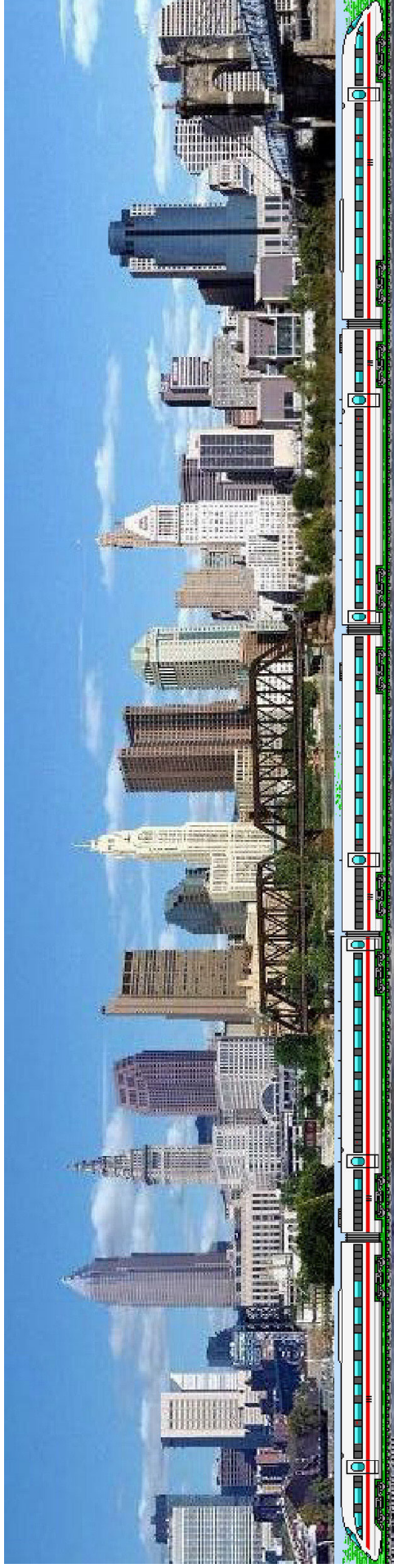




3C "Quick Start" **Passenger Rail Plan**



Uniting Ohioans, strengthening their economy
2010



**Why do people
choose a certain
way to travel?**

**In order of priority,
they are:**

- 1. Cost;**
- 2. Convenience;**
- 3. Reliability/safety;**
- 4. And then speed.¹**

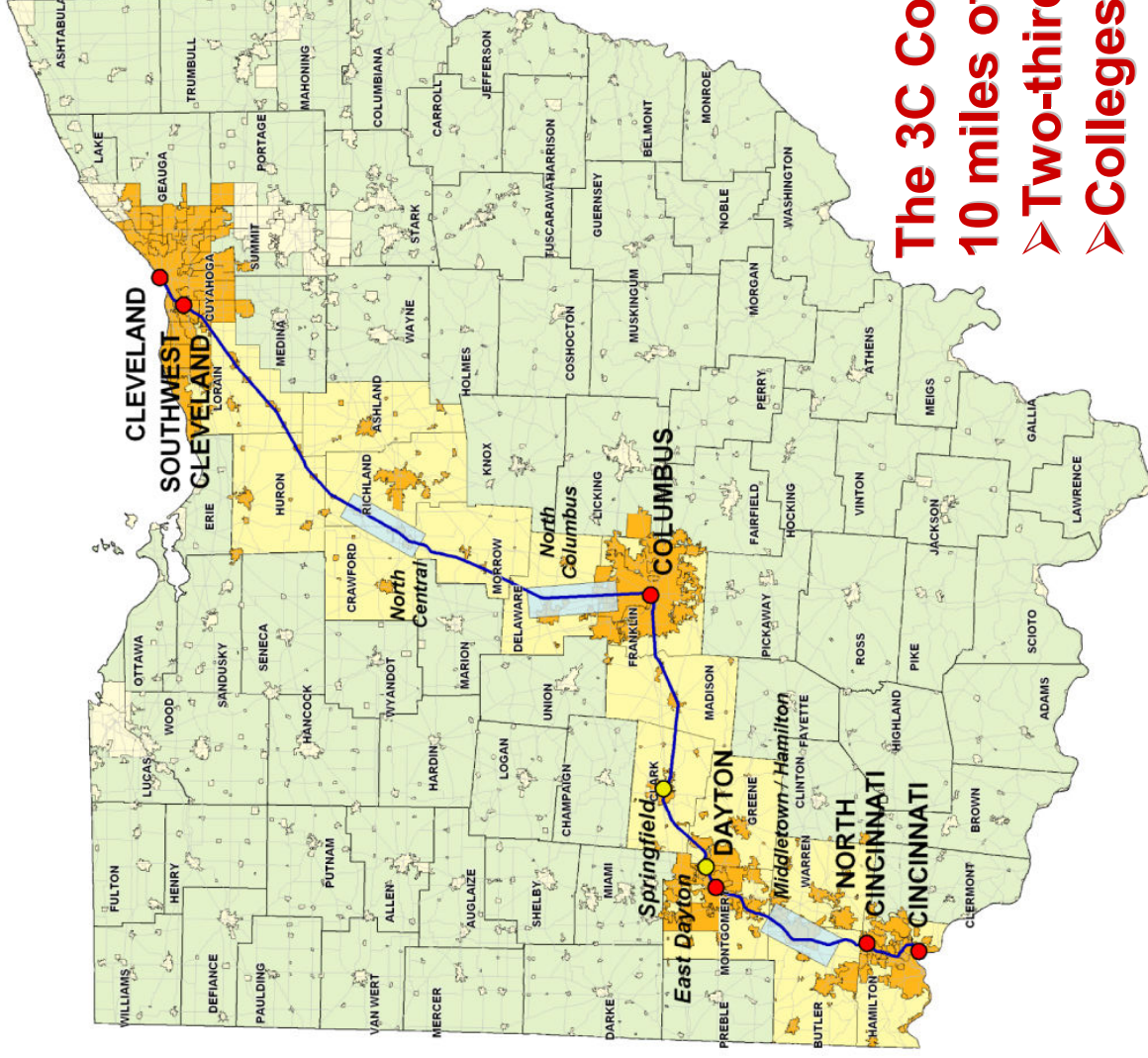
¹ AECOM ridership model, 2009.

**In the 3C
Corridor – the
Midwest’s
busiest travel
market between
metros² – rail
will address all
four of the top
travel needs!**

**2 USDOT Bureau of
Transportation Statistics**

**The 3C Corridor track is within
10 miles of:**

- **Two-thirds of Ohioans**
- **Colleges with 220,000 students**
- **Major local transit systems**
- **Four international airports**

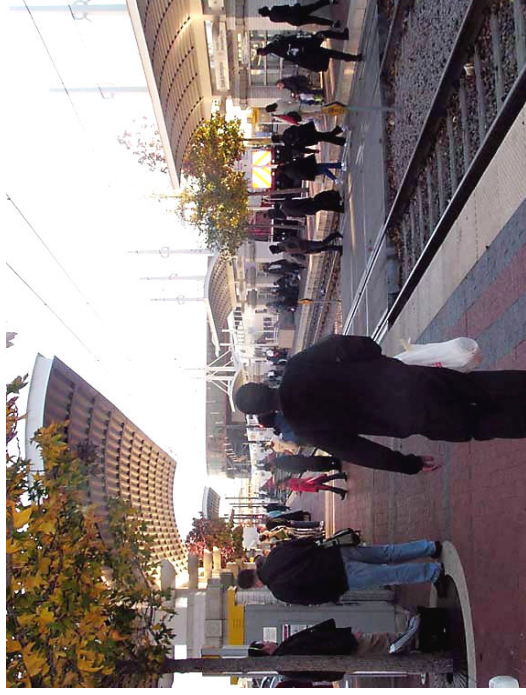


COST

- **Average Midwest rail fares of 8½ to 14 cents per mile are:**
 - > **one-tenth the cost of flying;**
 - > **one-fifth the cost of driving; and**
 - > **slightly less costly than cramped, overcrowded 3C bus travel.**

(Internet 3C air/bus fares in May 2010 with 2 weeks advanced purchase. AAA and IRS estimates driving is 55 cents per mile)

- **Columbus is 135 miles from Cleveland and 115 miles from Cincinnati.**



CONVENIENCE

- Unlike all other modes, trains are spacious enough and have few restrictions to allow passengers to be productive while they travel (above) or not productive at all! (below).
- Travelers who have trains available appreciate the value of travel time. On a train, you can choose how to spend your travel time – not be a hostage to it.

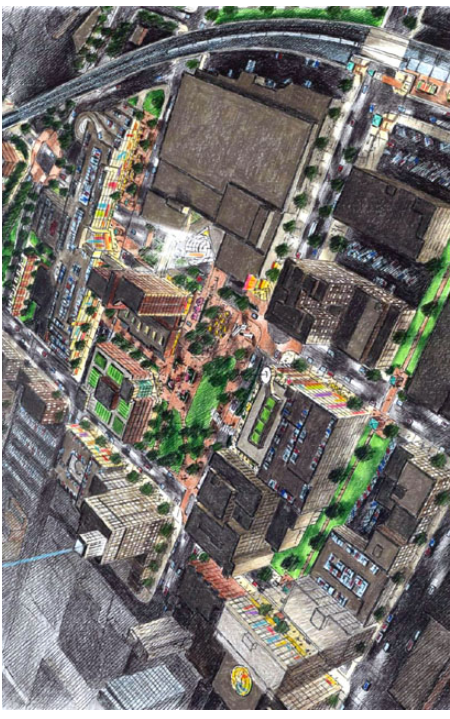
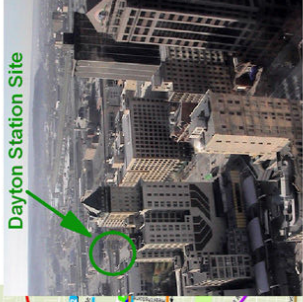
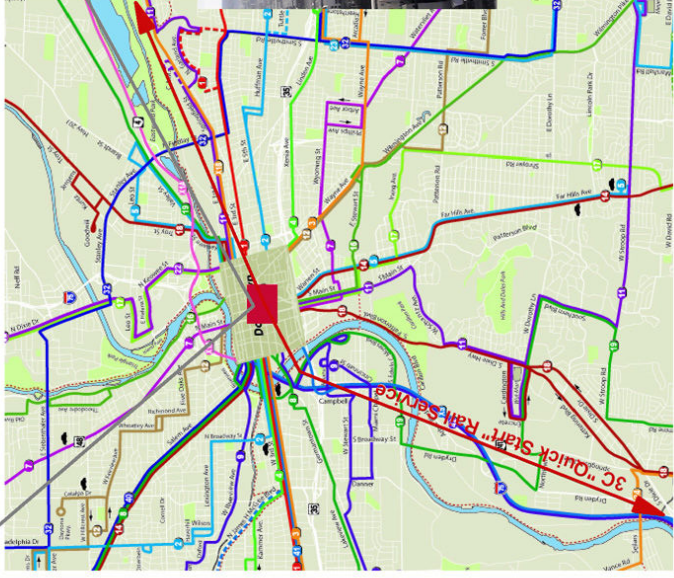




Trains will be convenient and accessible:

- Stations to have curbside transit service;
- All trains and stations will be ADA-accessible;
- Bike racks on trains and at stations;
- Stations next to hotels, sports/convention facilities, tourist sites;
- Suburban stops with free parking at major highways; and
- Direct access to airports and train routes to other states.

An example...
3C transit connections
Downtown Dayton



**Connectivity is a
key component of
Ohio's 3C Quick
Start rail plan!**

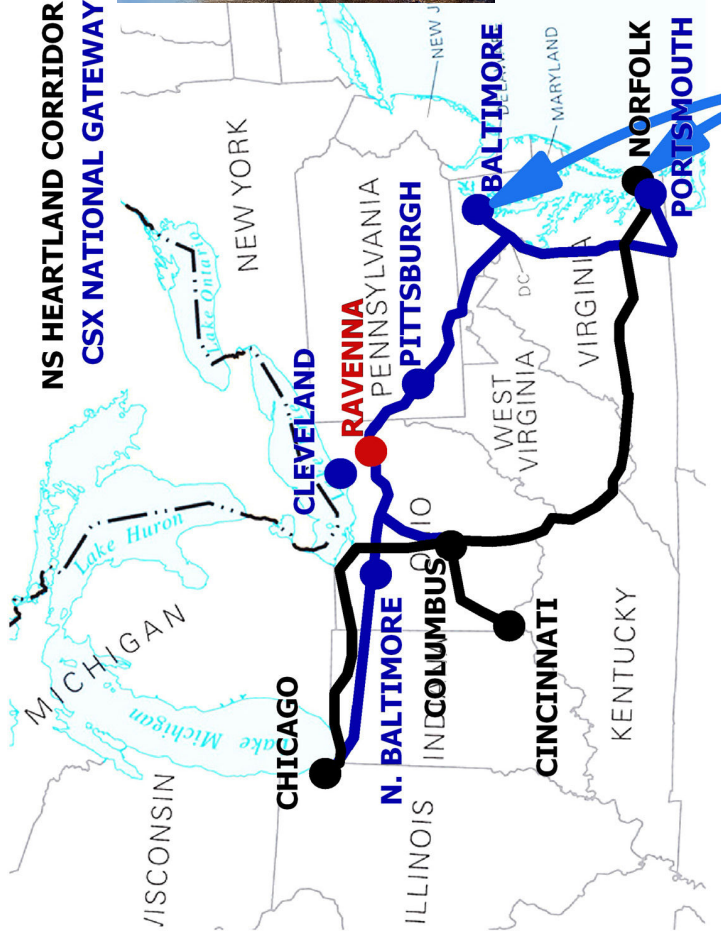
RELIABILITY / SAFETY

- All 250 road-rail crossings in 3C Corridor will see improved safety devices (\$55M worth!).⁴
- 3C passenger and freight train customers will enjoy a modernized rail corridor with \$200+ million in infrastructure improvements!⁴
- That includes added track capacity to remove more than 1,500 cars and 105,000 trucks daily from 3C highways.⁵

⁴ 3C capital investment plan

⁵ FRA, NS, CSX & All Aboard Ohio data

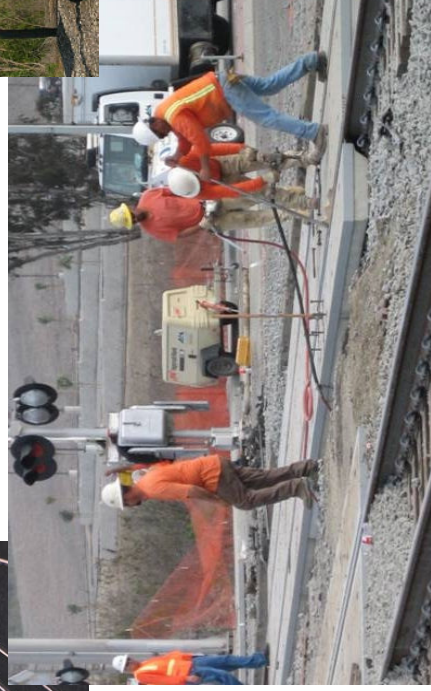
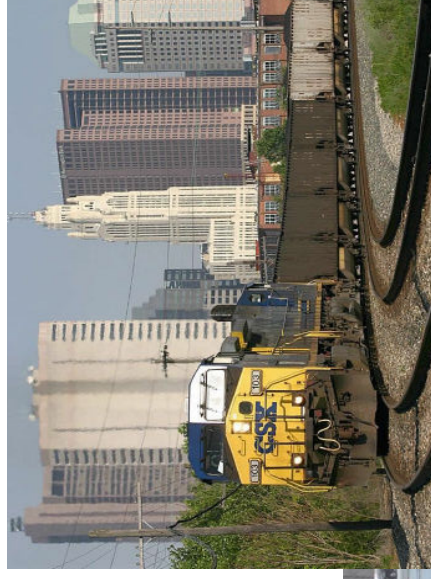




- For example, with Ohio's help the CSX's *National Gateway Corridor* and the Norfolk Southern's *Heartland Corridor* will enhance container shipping traffic to/from Ohio.
- Investments on the 3C rail line will allow freight and passengers to move reliably!



BTW....



- Ohio was not required to match federal construction funding with state dollars.
- Ohio won 71% of rail stimulus funds requested.
- Indiana, Michigan, New York and Pennsylvania won less than 3.5% of their requests.⁶



- The State Controlling Board must OK the use of these federal funds before construction.
- This rail funding cannot be transferred for use in highways, bridges or airports.
- If Ohio refuses this economic development funding, it will be given to Indiana, Michigan, Pennsylvania, New York or other states that competed for it.
- Ohio will lose this money and the thousands of jobs that come with it forever!

SPEED



New Mexico's Belen-Albuquerque-Santa Fe RailRunner train service averaged 38 mph in its first year and carried 400,000 riders.

- **End-to-end 3C train speeds will average 45-49 mph, making 3C the fifth-fastest of the 12 state-sponsored train services started in the U.S. in the past 30 years.⁷**

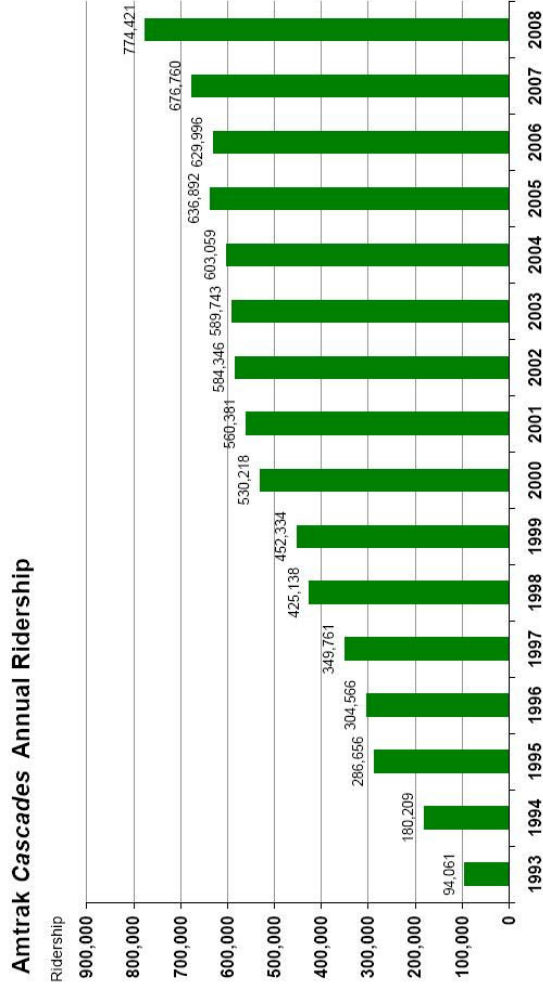
⁷ ODOT/ORDC 3C technical team, 2010.

- Initial 3C rail users will be tourists, college students, low-income riders, the disabled and many of the 1 million Ohioans who lack cars and other travel options.
- Speed is not the major concern of these travelers, yet they are the majority of the travel market.
- While speed is a priority for business travelers, they will be more productive and save time on 3C trains.

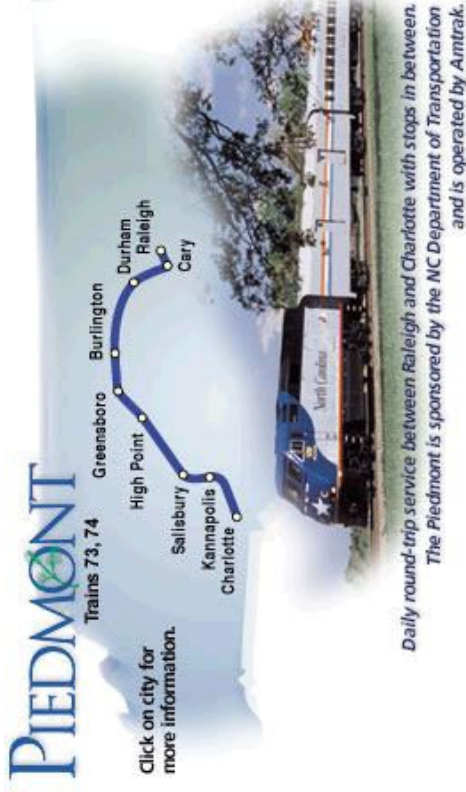




State-supported Cascades trains between Eugene, Portland, Seattle and Vancouver will soon achieve 90-110 mph, but began at 79 mph like 3C will. Cascades trains started with a 41 mph average speed and now average 50 mph.



- **The \$400 million for 3C is a 25 percent down-payment on a higher-speed system in Ohio's most densely populated travel corridor.**



- All start-up train services in other states have seen their ridership grow, in some cases dramatically, since their inception.
- ... as will 3C!



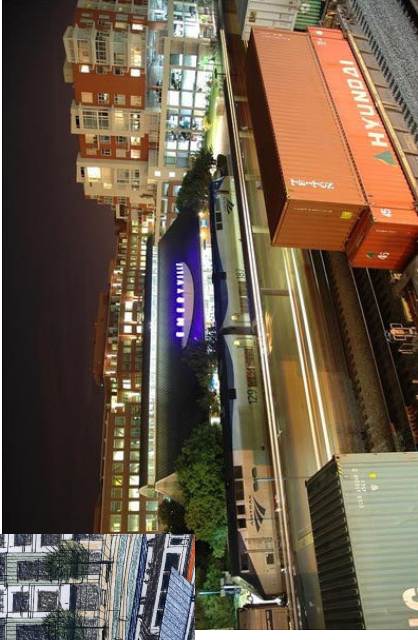
- **3C service will be the nation's 12th most heavily used city-to-city passenger rail service⁸**
- **Note that AECOM, one of the world's largest and most respected transportation engineering firms, estimated the ridership.**

⁸ AECOM 3C Ridership study, 2009.





BTW....

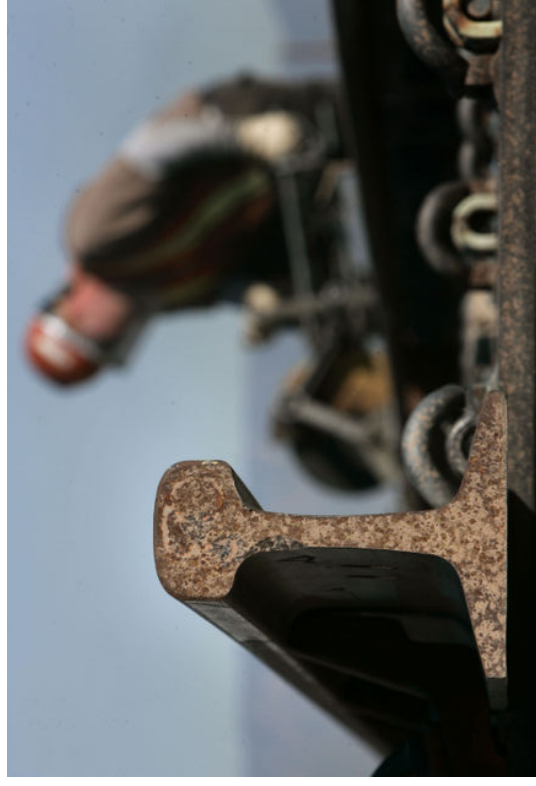


Conventional-speed (79 mph) passenger rail service between Cleveland, Columbus, Dayton and Cincinnati will create up to 8,000 permanent direct & spin-off jobs.⁹

⁹ U.S. Department of Commerce study on economic impacts of public-sector investment in railroad capital improvements, 2008.

Stimulus funding for trains and transit creates twice as many jobs as the same funding for roads and bridges.¹⁰

10 U.S. Public Interest Research Group, 2010.



CONSIDER....



- Giving back \$400 million out of concern for paying \$17 million per year – 0.005 of ODOT's budget – to operate trains on tracks controlled by private industry and not government-managed facilities...

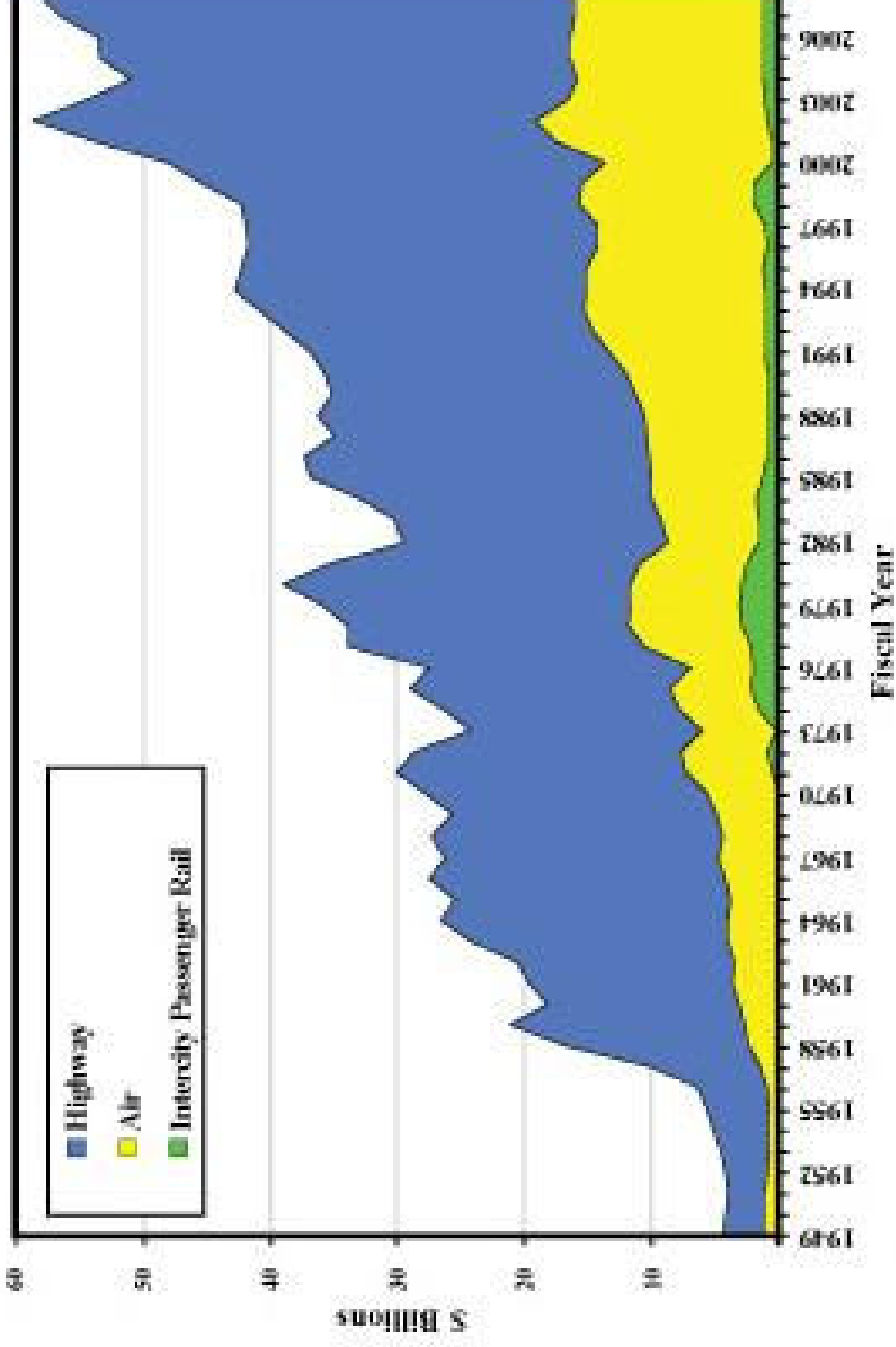
Cleveland, 1950s



The Inner Belt Freeway cuts deeply into the heart of the city, sweeping away old neighborhoods, churches, shopping districts and homes. New spans begin to rise skyward, bridging the 156-year-old Cleveland problem—the kinky Cuyahoga.

...is like Ohio returning federal highway funds because it won't pay for the State Highway Patrol, bond financing and other road subsidies of \$1.2 billion a year that aren't paid for by Ohio gas taxes, licenses and other government "user fees"!

Federal Investment in Intercity Transportation, 1949-2008
(2009 Constant Dollars, Time Axis Not to Scale.)



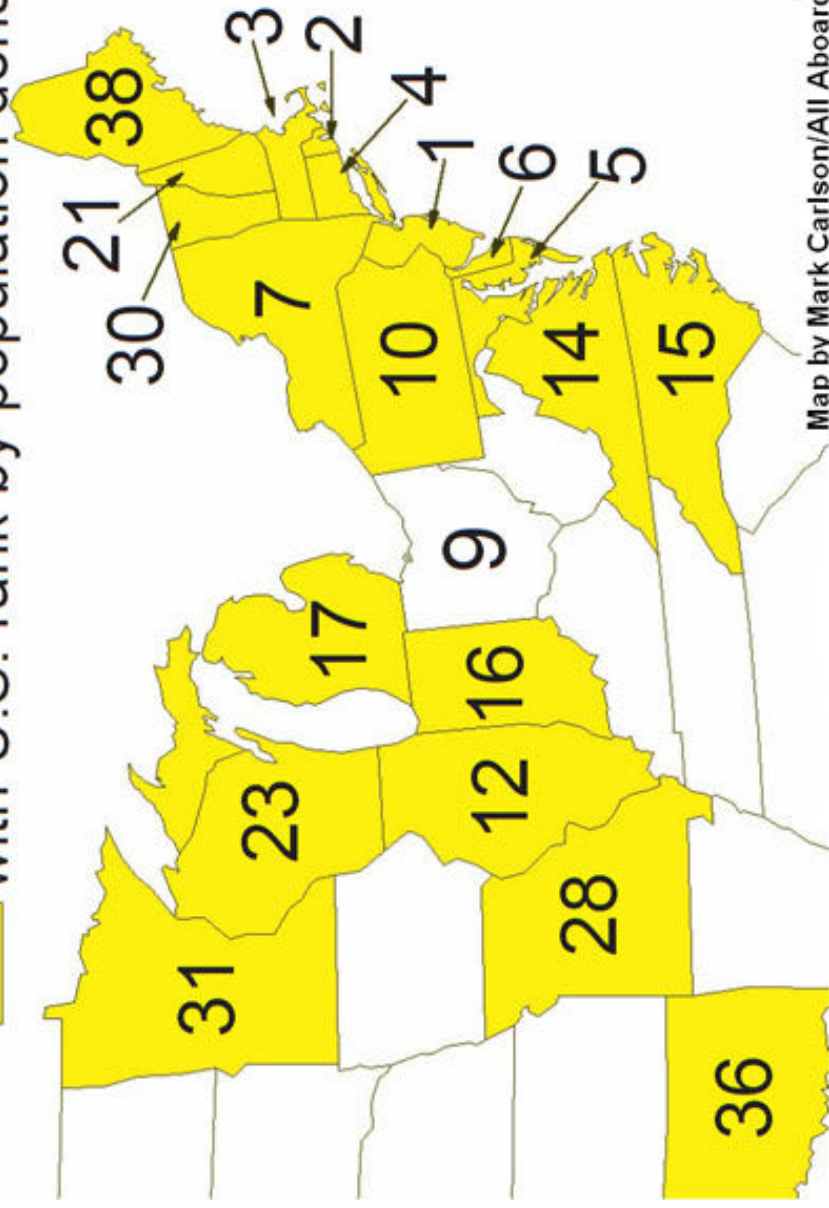
We aren't spending too much on rail – we're spending too little!



Ohio can either be part of the nation's multi-modal transportation system and remain an integral part of the national economy – or it can be left out.

The choice is Ohio's.

1 States supporting passenger trains,
with U.S. rank by population density



Map by Mark Carlson/All Aboard Ohio