



Talking Points – for policymakers

3C "Quick Start" Passenger Rail

In your conversations with friends, family or colleagues, and in your letters to newspaper editors, state and federal lawmakers and to metropolitan planning organizations (NOACA, OKI, MORPC), kindly emphasize the following points...

The \$400 million in federal funds for Cleveland – Columbus – Dayton – Cincinnati trains will immediately create 399 good-paying jobs plus thousands more spin-off jobs.

Ohio won 71% of rail stimulus funds requested. Indiana, Michigan, New York and Pennsylvania won less than 2.5% of their requests. Unused rail funds will be reassigned to other states' rail projects. The rail funding can't be used for any other purpose.

Stimulus funding for trains and transit creates twice as many jobs as the same funding for roads and bridges (Source: U.S. Public Interest Research Group).

Giving back \$400 million out of concern for paying \$17 million per year – 0.005 of ODOT's budget – to operate trains over company-owned tracks is like Ohio returning federal highway funds because it won't pay for the Highway Patrol, bond financing and other road subsidies of \$1.2 billion per year (Source: Federal Highway Administration).

3C will immediately be the 12th most popular intercity rail service in the nation. AECOM, the world's largest transportation engineering firm, developed the 3C ridership estimates – not Amtrak. Past ridership estimates have been accurate to within a margin of error of only 4%.

3C is the Midwest's busiest travel corridor between metro areas (3.75M trips/yr), twice the travel of #2-ranked Chicago-Detroit (USDOT, 2000). The \$400 million is a 25% down-payment on high-speed rail. Ohio is the most populous state without state-sponsored passenger trains.

Top speeds will be 79 mph, not 39 mph. Detailed computer simulations by ex-freight railroad executives show track upgrades will yield 50 mph average speeds (with enroute stations), and 60 mph Columbus-Cleveland. 3C will be America's 3rd-fastest new-start train service in 30 years.

Speed is not the important factor for ridership as travelers can be productive on trains. Instead, cost, safety and reliability are most important. Average Midwest rail fares of 8½ to 14 cents per mile are one-fifth the cost of driving (AAA and IRS: driving is 55 cents per mile). Columbus is 135 miles from Cleveland and 115 miles from Cincinnati.

Buses are not as fast, affordable or comfortable as trains. Greyhound overbooks its 3C buses, then asks 3C passengers to pay more for priority boarding or leaves them on waiting lists.

Stations will be total transportation centers, uniting trains, buses, bikes, car-sharing and taxis in the hearts of Ohio's central business districts. 3C will be the public transit spine of Ohio.

Two-thirds of the investments in the 3C rail line will enhance rail freight infrastructure with added tracks, switches, signal systems and more road-rail crossing safety features, thus making the rail freight corridor between Ohio's largest cities more efficient, more modern and safer.

Join All Aboard Ohio today at www.allaboardohio.org or by calling **614-228-6005.**