



Testimony on 3-C

3-C = Conservation, Commerce, & Connection

Prelude to the Ohio Hub

Thirty years of studies consistently have found that the densely populated “3-C” corridor is a prime candidate for passenger rail service. The 3-C offers more than a train. It offers an improved transportation network for moving people and freight in Ohio.

Conservation

Passenger rail helps conserve natural and human resources:

- » According to Oak Ridge National Laboratories (2005) domestic airlines on average consumed 20.5% more energy per passenger-mile than Amtrak, while cars consumed 27.2% more than Amtrak.
- » Externalities, which generally are positive for rail and negative for air travel, include the fact that: passenger rail tends to support pedestrian- and transit-friendly development; short air flights are far more energy intensive than longer flights; and the greater damage that aircraft emissions of greenhouse gases may cause because they occur at high altitudes. In addition, passenger rail affords more productive travel time, enabling one to safely talk on the phone, work, and relax while traveling. Finally, passenger rail helps strengthen downtowns.

Commerce

Passenger rail is a potent generator of investment and smart-growth development.

In North Carolina, construction and revitalization of local train stations is delivering total wages of \$94 million; \$16 million in local property taxes; and a payback ratio of 1.47. The State of Maine is planning a capital investment of \$31.5 million to extend Downeaster service. Projected economic benefits by 2030 include cumulative construction investments of approximately \$7.2 billion; construction/rehabilitation of over 42,000 housing units and 6.8 million sq ft of commercial space; creation of over 17,800 jobs; generation of \$244 million per year in transportation cost savings for resident households; \$2.4 billion per year of increased purchasing power.

Connection

The 3-C corridor will connect Ohio towns and cities with one another, the Midwest, and the nation. This offers an economical travel choice for students and seniors as well as exciting new opportunities to showcase Ohio to out-of-state visitors, boosting economic activity in large cities and even small towns.

The full build-out envisioned under the Ohio Hub plan would link 44 towns and cities in Ohio with high speed trains and feeder buses. An unprecedented \$9.5 billion in federal funds is available to states that make a commitment to state-sponsored passenger rail. Ohio can build that future, but it must start today.

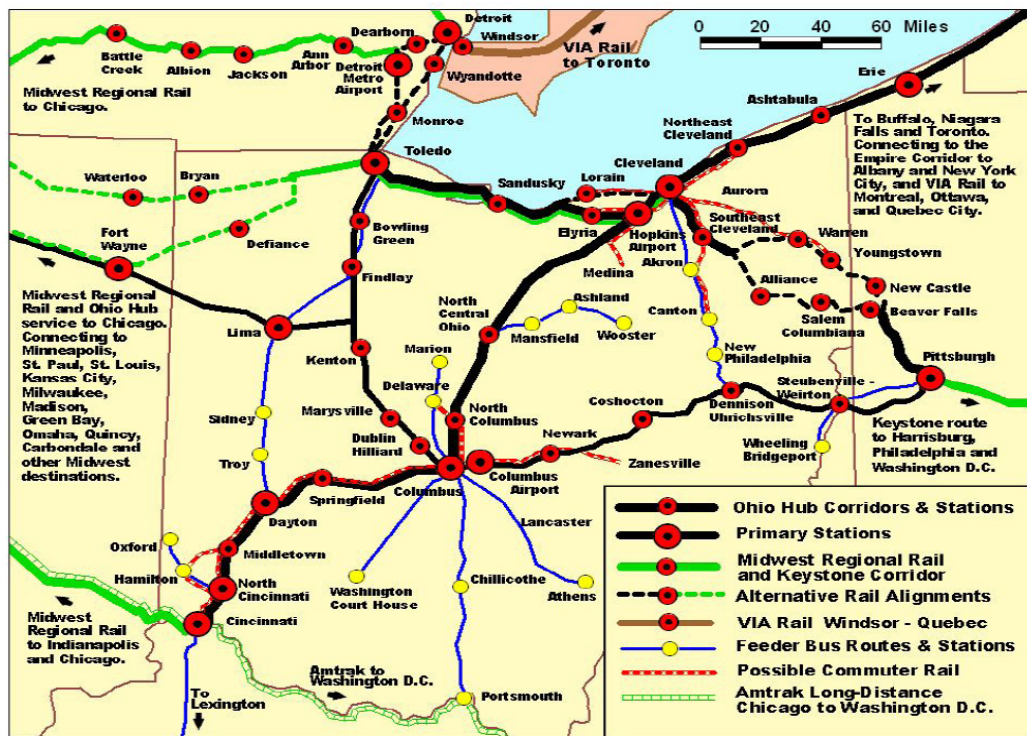


Does a state's support for passenger rail create a financial benefit for travelers? **YES!**

State sponsoring Amtrak service	Travel Corridor(s)	2007 ridership on Amtrak state-supported train(s)	2008 passenger revenues of state-supported trains	2008 travelers' costs in state if trains did not exist	Total travelers' savings per state	2008 state subsidy for Amtrak	Ratio of state subsidy to travelers' financial benefit
California	Oakland-Bakersfield; Sacramento-San Jose; Santa Barbara-LA-San Diego;	4,962,042	\$89,391,956	\$236,991,649	\$147,599,693	\$76,600,000	1.9
Illinois	Chicago-Carbondale Chicago-Milwaukee Chicago-St. Louis Chicago-Quincy	1,402,096	\$22,655,532	\$92,447,119	\$69,791,587	\$27,999,978	2.5
Maine	Portland-Boston	361,634	\$4,800,036	\$11,175,467	\$6,375,431	\$7,209,623	0.9
Michigan	Grand Rapids-Chicago Port Huron-Chicago	232,461	\$6,223,632	\$23,824,338	\$17,600,706	\$6,124,306	2.9
Missouri	Kansas City-St. Louis	116,517	\$2,508,912	\$12,840,476	\$10,331,564	\$7,400,000	1.4
New York	New York City-Montreal	101,097	\$5,065,860	\$12,955,134	\$7,889,274	\$4,260,562	1.9
North Carolina	Charlotte-New York City Charlotte-Raleigh	306,763	\$14,343,745	\$43,713,586	\$29,369,841	\$4,938,736	5.9
Oklahoma	Oklahoma City-Fort Worth	68,246	\$630,289.5	\$2,160,962	\$1,530,672.5	\$2,298,500	0.7
Oregon	Portland-Eugene	337,076.5	\$9,082,675.5	\$23,391,473	\$14,308,797.5	\$4,200,000	3.4
Pennsylvania	Philadelphia-Harrisburg	988,454	\$20,582,838	\$42,691,311	\$22,108,473	\$7,240,917	5.3
Texas	Fort Worth-Oklahoma City	68,246	\$630,289.5	\$2,160,962	\$1,530,672.5	\$1,998,500	0.8
Vermont	St. Albans-New York City Rutland-New York City	107,241	\$5,548,043	\$13,790,628	\$8,242,585	\$3,940,033	2.1
Washington	Vancouver BC-Seattle-Portland	337,076.5	\$9,082,675.5	\$23,391,473	\$14,308,797.5	\$11,200,000	1.3
Wisconsin	Milwaukee-Chicago	595,336	\$5,115,136	\$7,879,141	\$2,764,005	\$7,094,214	0.4

- Amtrak ridership, revenue and state subsidy data from Amtrak Government Affairs, September 2008;
- Data on modal diversions to rail is from Ohio Hub Study 2005 (avg. 80% of trips are diverted from auto, 10% from bus, 4% from air, 6% new travel);
- Travel cost data for other modes is per IRS median driving deduction 2007 (divided by 1.2 occupants/car), Greyhound 2009, U.S. Air 2009, United Airlines 2009, American Airlines 2009, Southwest Airlines 2009, Alaskan Airlines 2009, Jet Blue 2009.
- Average distance traveled per route is derived by multiplying ridership by average per mile Amtrak fare = X, then divide train revenues by X;
- NOTE1: Where states jointly subsidize service, the ridership data was duplicated in the above table but the 50 percent of the revenues and 50 percent of the benefits were shown in each state's row while the subsidy amounts shown were Amtrak's actual 2008 contract with each state;
- NOTE2: Ohio has more population density (267 people/square mile) than all but one Amtrak-sponsoring state (New York, 382.4 people/square mile).

Ohio Hub - Preliminary System Plan



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