



For Immediate Release
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Statement of Jack Shaner, OEC Deputy Director

Today, some 28,000 people will board an intercity passenger train somewhere in the United States. Another 29 million will board a transit bus or train.

In Ohio, a half a million people will ride a transit bus or transit train to work or school or other local destination.

But along the 3-C corridor – the most densely populated corridor in the nation not served by passenger trains – all is quiet.

That silence is like a big red signal light, derailing public transportation between Ohio's biggest cities and blocking progress along the 3-C corridor

During the General Assembly's debate over the 3-C corridor, we've heard a lot of concerns about cost. Like any investment, the costs must be weighed against the benefits.

According to state government estimates, the 3-C corridor is estimated to cost approximately \$250 million in start-up capital costs and \$10 million per year in future operating expenses. \$10 million a year represents a fraction (0.13%) of the state's \$7.6 billion biennial transportation budget.

But what we haven't heard a lot about are the benefits of restoring passenger train service between Cleveland, Columbus, and Cincinnati...and towns and cities in between, like Galion, Dayton, Springfield, and Middletown.

To help deliver the good news, we are sending "train loads" of additional information hurtling toward the Statehouse this week, including:

- “The Myth Buster” (fact sheet) – This fact-packed special is loaded with answers to the questions most frequently asked during hearings about the 3-C, including, How much will it cost Ohio to start and run the train? How much will it cost a passenger to ride the train? Can Ohio afford the train?
- “The Job Builder” (video link and CD) – This sleek streamliner tells the story of the Downeaster, Maine’s successful passenger train that is growing jobs and spurring millions of dollars of private investment in commercial and residential development along station stops in the Pine Tree State.
- “The Rebel Yell” (Patrick Simmons, North Carolina DOT Rail Division) – This economical zephyr boasts the highest rate of passenger rail income to state subsidy in the USA. The Tar Heel State is enjoying a handsome return on its award winning effort to renovate and return to useful service a series of local train stations.

You see, the “3-C” stands for much more for Cleveland, Columbus, and Cincinnati. It also stands for Conservation, Commerce, and Connection.

Fourteen other states have figured that out. They’re investing in state supported passenger train service. And they’re growing jobs, stimulating new investment, and saving travelers millions on travel expenses. States like our Big-10 rivals, Michigan, Pennsylvania, and Illinois...and states farther away like Missouri, Maine, and North Carolina.

But In Ohio, we’re missing out on those benefits. We’re still waiting at the station for that conservation, commerce, and connection to arrive.

We need the Ohio Senate to give a big green signal this week – a signal that it wants to get the passenger trains rolling along the 3- C corridor so they can deliver that progress for conserving land and natural resources...for growing jobs and commerce...and for connecting Ohio towns and cities to one another, the Midwest, and the nation.

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The mission of the Ohio Environmental Council (OEC) is to secure healthy air, land, and water for all who call Ohio home. The OEC is Ohio’s leading advocate for fresh air, clean water, and sustainable land use. The OEC has a 40-year history of innovation, pragmatism, and success. Using legislative initiatives, legal action, scientific principles, and statewide partnerships, the OEC secures a healthier environment for Ohio’s families and communities. For more information, visit www.theOEC.org.

The Real 3-C corridor:

1st C – Conservation

Passenger rail conserves natural and even human resources. It:

- uses less fuel and releases fewer greenhouse gases and other pollutants per passenger mile than planes, buses, or cars.
- contributes to smart growth and strengthen downtowns
- affords more productive travel, enabling passengers to talk safely on the phone, work, or relax while traveling

The 2nd C – Commerce

Passenger rail and its fixed infrastructure is like a magnet for investment. It:

- is a potent generator of jobs, commerce, and transit-oriented development
- attracts millions of dollars in private investment near station stops
- spurs travel and tourism

The 3rd C – Connection

Passenger rail, by its very nature, connects people with one another. It:

- creates a robust rail network, offering convenient, cost-effective and exciting travel opportunities
- offers more mobility options, especially to seniors, students, and those who cannot or choose not to drive
- link states, regions, and even nations