

**Request:** Support increased \$\$ for ORDC & the Ohio Hub plan; work to increase state \$\$ to match federal funding.

## Tracking Ohio's Competition

**Illinois:** State support doubled passenger train service to 1,781 weekly arrivals/departures serving a total of 30 cities. Chicago-St. Louis tracks upgraded to 110 mph. Statewide ridership in 2006 rose 69%.

**Pennsylvania:** Keystone Corridor ridership up 20% after \$150 million investment raised train speeds to 110 mph. Statewide, there are 2,158 weekly arrivals and departures at 24 cities.

**New York:** Capital investments totaling \$200+ million since the 1990s produced 2,356 weekly arrivals/departures at 26 cities statewide and ridership growth of 26%.

**Michigan:** State support for 665 arrivals/departures weekly, 23 stations and 100 mph service west of Kalamazoo produced 21% ridership growth in 2006.

**California:** Invested \$3 billion since 1990 to expand statewide rail services to 67 cities and 5,300 arrivals/departures weekly. Record 2006 ridership of 5 million.

Connecticut, Maine, Maryland, Massachusetts, Missouri, New Jersey, North Carolina, Oklahoma, Oregon, Vermont, Virginia, Washington and Wisconsin also have active passenger rail development programs.

# WHY RAIL?

It's nearly impossible to make many trips in Ohio without a car. Where it still exists, bus service is slow and cramped. The few intrastate flights that remain are expensive and require time-consuming security checks. In fact, most Ohio cities have no intrastate public transportation at all.

Ohio has a strong travel market that is being ignored. State incentives are needed to get its transportation system back on track. After all...

- Ohio is the nation's seventh-most populous and the ninth-most densely populated state;
- 500,000 Ohioans have no car available;
- More households have one car or an unreliable car;
- Ohio has 1.6 million residents 65 years and older who are at risk of isolation, a number that will rise as Baby Boomers age and become less mobile;
- Only seven Ohio cities have stations served by passenger trains, just 148 arrivals/departures per week, and 80% of those are between the hours of midnight and 6 a.m.;
- Passenger trains promote economic development near stations and cut oil consumption and carbon emissions.

## Ohioans Pay Too Much For Travel

Round-trip fares to Columbus from:

	Car <sup>1</sup>	Plane <sup>2</sup>	Train <sup>3</sup>
Akron-Canton	\$116	\$ 513 <sup>4</sup>	\$ 34
Cincinnati	\$121	\$1,388	\$ 35
Cleveland	\$131	\$1,178	\$ 38
Dayton	\$ 68	\$2,826 <sup>5</sup>	\$ 20
Toledo	\$117	\$ 720 <sup>6</sup>	\$ 34
Youngstown	\$165	N/A	\$ 48

NOTES: Cost is for one person; 80% travel alone

1. Source: IRS 2007 rate (48.5 cents per mile).

2. Fares for March 7, 2007.

3. Estimated, based on Amtrak fares; Columbus is largest metro in USA lacking passenger trains.

4. Via Detroit, takes 3+ hours each way.

5. Via Cincinnati, takes 2.5 hours each way.

6. Via Cleveland, takes 3+ hours each way.

Ohio's loudest voice for  
transportation choice

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