

A blurred high-speed train moving at night, with light trails from the tracks and surrounding environment. The train is silver and blue, with the number 82807 visible on its side. The background is dark with some streetlights.

# 3C+D RAIL CORRIDOR ECONOMIC IMPACT STUDY

OHIO PASSENGER RAIL COALITION  
NOVEMBER 14, 2023



## 3C+D ECONOMIC IMPACT STUDY

---

- Funded through a grant from the Columbus Foundation coordinated by All Aboard Ohio
- Performed by Scioto Analysis
- This study projects economic impact, employment, earnings, and tax revenue impacts for the proposed project's initial investment and ongoing ridership revenue. the proposed project's initial investment and ongoing ridership revenue.

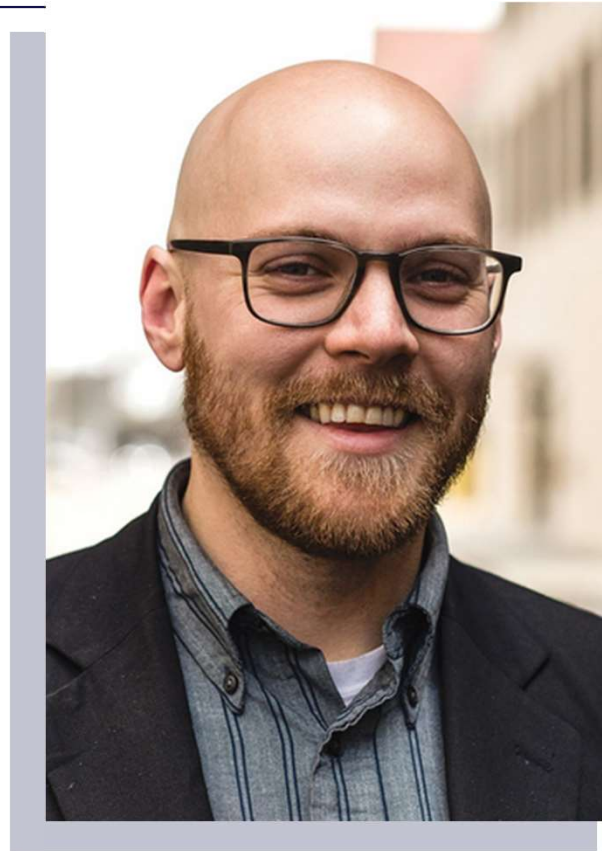


## ROB MOORE - PRINCIPAL, SCIOTO ANALYSIS

---

*Rob has worked as an analyst in the public and nonprofit sectors and has analyzed diverse issue areas such as economic development, environment, education, and public health. His specialty is applied microeconomic analysis of public policies and tradeoffs between efficiency and equity outcomes in economic development and social safety net programs.*

**Scioto Analysis**  
Economics | Public Policy





# AGENDA

Economic Impact Study Statewide Overview

Cincinnati-Sharonville MSA

Cleveland-Elyria MSA

Greater Columbus Region  
with Delaware and Crestline

Greater Dayton Region with Springfield

# STATEWIDE IMPACT OF 3C+D INVESTMENT

---



## Investment in the 3C+D will contribute:

- Initial contribution to the Gross State Product = **\$ 106,000,000 to \$ 107,000,000**
- Ongoing annual contribution to Gross State Product = \$25,000,000 to \$47,000,000 per year
- Initial job creation 1,100 to 1,200 new jobs
- Statewide the initial investment will generate \$64,000,000 to \$66,000,000 in new wages
- Ongoing new jobs 170 to 320



## A NOTE ON RIDERSHIP

### A CONSERVATIVE APPROACH TO RIDERSHIP ESTIMATES

- Values from the 2007 ORDC-funded “Ohio Hub Passenger Rail Economic Impact Study” were scaled to match current (night-time) ridership for Cleveland.
- Starting the discussion from this data preempts arguments over optimistic ridership projections.
- The economic impact conclusions of this report should be thought of as both the most achievable and the lowest expected.



## REPORTED RIDERSHIP

---

Region	Population	Annual Ridership	Annual Revenue
Cleveland-Elyria	2,084,462	54,000 - 109,000	\$4.3 - \$7.5 million
Greater Columbus	2,328,769	133,000 - 268,000	\$9.2 - \$17.0 million
Greater Dayton	941,379	91,000 - 184,000	\$5.6 - \$10.9 million
Cincinnati	2,268,393	129,000 - 259,000	\$7.9 - \$15.5 million



# STATEWIDE IMPACT OF 3C+D INVESTMENT BY REGION



This study also includes regional estimates of the impact of the investment. Regional impacts are listed in the table below.

Region	Time Horizon	Economic Impact	Jobs Created	Earnings Generated	Tax Revenue
Cleveland-Elyria	One-Time	\$14-24 million	150-240 jobs	\$8-14 million	\$490,000-\$530,000
	Annual	\$3.9-6.9 million	25-44 jobs	\$1.6-2.9 million	\$100,000-\$170,000
Greater Columbus	One-Time	36-48 million	400-520 jobs	\$22-29 million	\$900,000-\$1.2 million
	Annual	\$9-16 million	60-110 jobs	\$3.9-7.2 million	\$170,000- \$300,000
Greater Dayton	One-Time	\$21-27 million	220-280 jobs	\$12-16 million	\$720,000-\$930,000
	Annual	\$4.6-9 million	28-54 jobs	\$1.9-3.7 million	\$110,000-\$220,000
Cincinnati	One-Time	\$16-36 million	190-410 jobs	\$10-23 million	\$500,000-\$1.2 million
	Annual	\$8-15 million	60-110 jobs	\$3.6-6.9 million	\$190,000-\$360,000





## GREATER COLUMBUS REGION

- Stations: Downtown Columbus (Convention Center), city of Delaware, village of Crestline (near Mansfield)
- Total economic impact on region: \$36M - \$48M
- Generate 190-250 jobs, mostly in construction
- Annual economic impact: \$9M - \$16M per year





## CINCINNATI REGION

---

- Stations: Cincinnati Union Terminal and Sharonville
- Total economic impact on region: \$16M - \$36M
- Generate 190-410 jobs, mostly in construction
- Annual economic impact: \$4.2M - \$8.1M per year





## CLEVELAND/ELYRIA REGION

---



- Stations: Downtown Cleveland and near Cleveland Hopkins Airport
- Total economic impact on region: \$14M - \$24M
- Generate 150-240 jobs, mostly in construction
- Annual economic impact: \$3.9M - \$6.9M per year



## DAYTON/SPRINGFIELD REGION

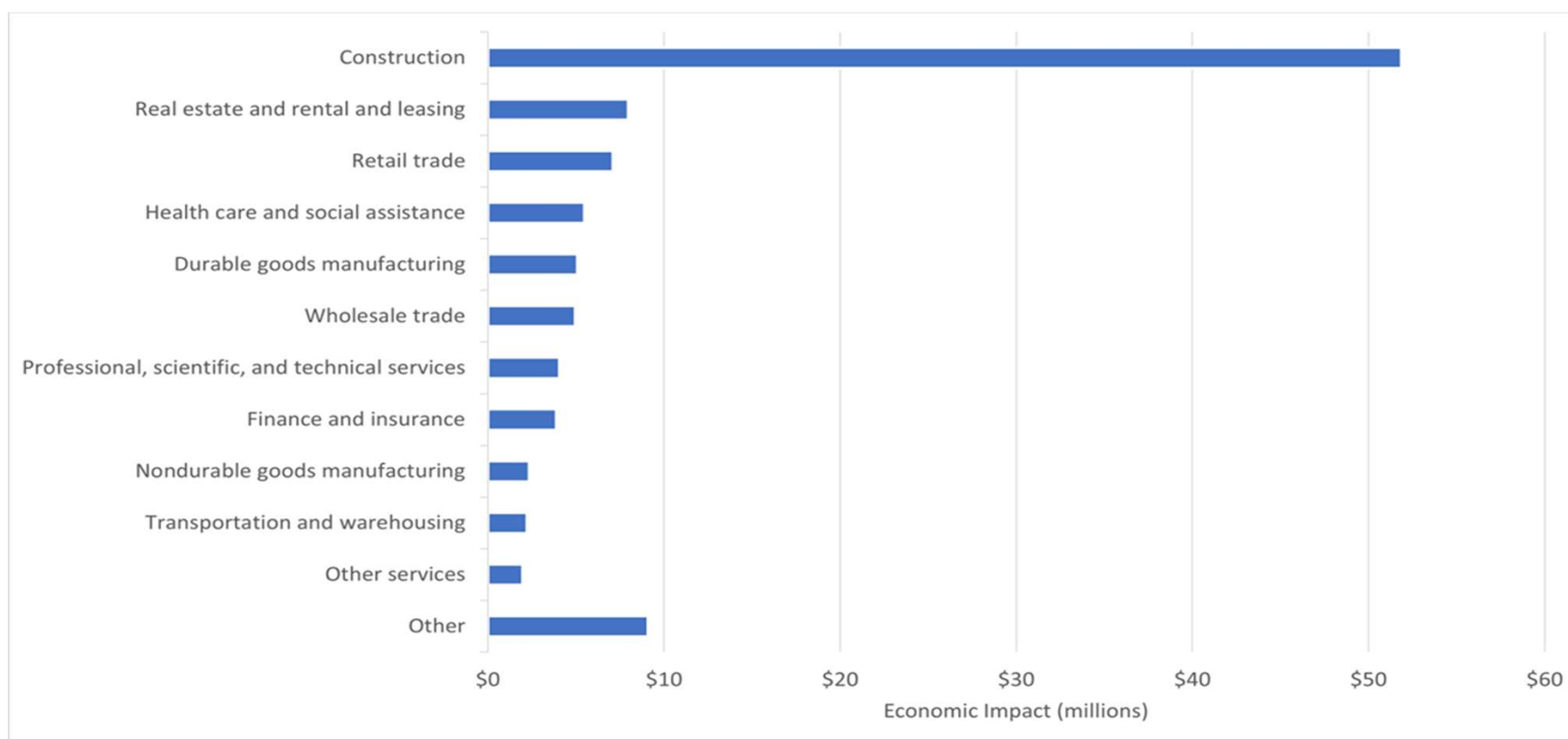
- Stations: Downtown Dayton, downtown Springfield
- Total economic impact on region: \$21M – 27M
- Generate 220-280 jobs, mostly in construction
- Annual economic impact: \$4.6M - \$9M per year





# STATEWIDE ECONOMIC IMPACT

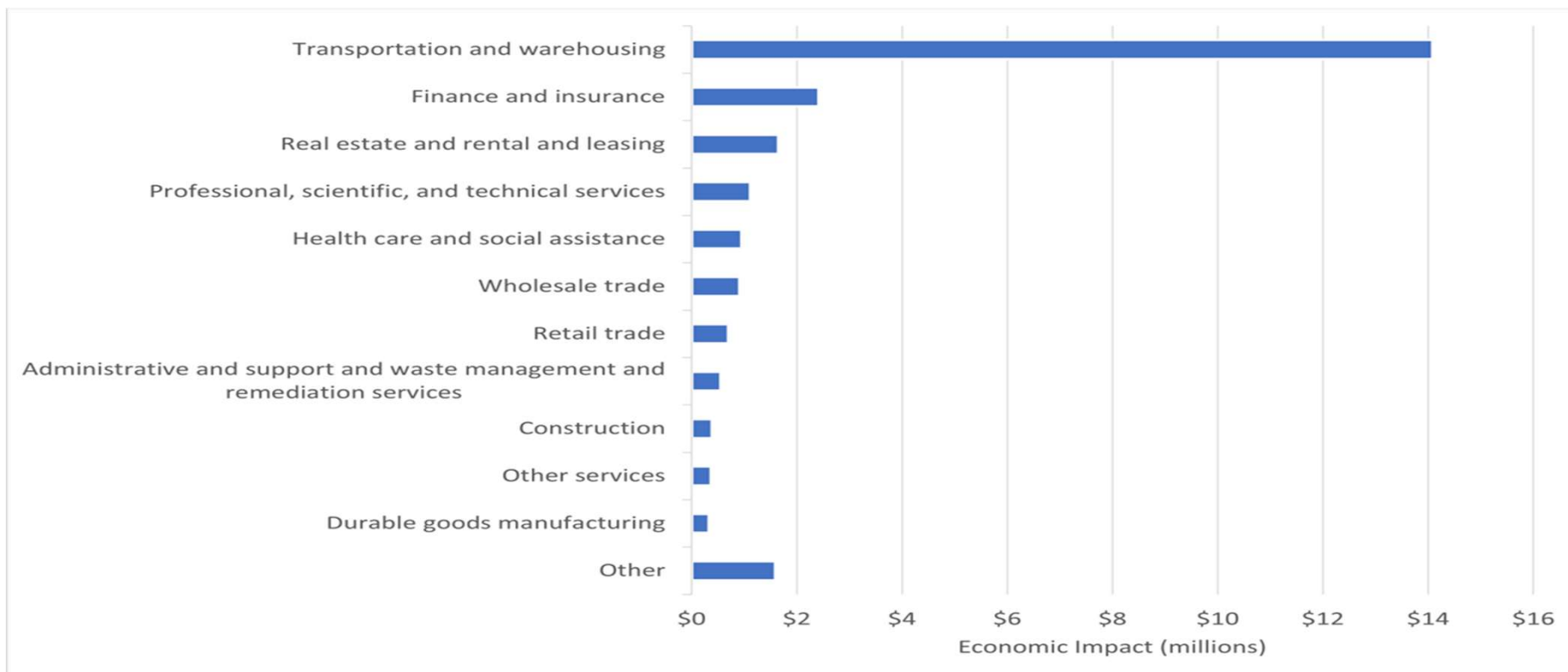
Total Economic Initial Impact of the 3C+D \$ 106,000,000 to \$107,000,000





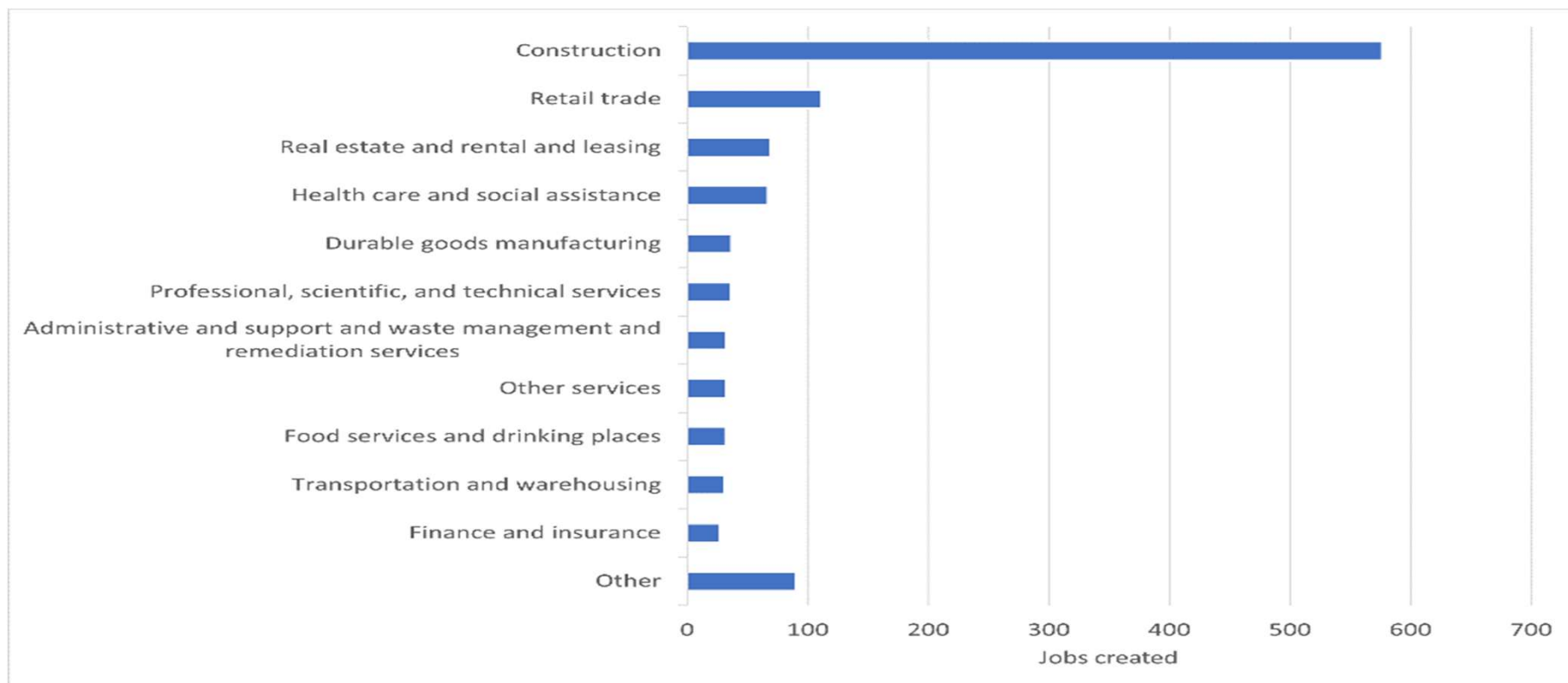
# ONGOING ANNUAL ECONOMIC IMPACT SUPPORTED BY 3C+D BY INDUSTRY

Statewide Ongoing Impact \$25,000,000 to \$ 47,000,000 per year.



# INITIAL STATEWIDE EMPLOYMENT

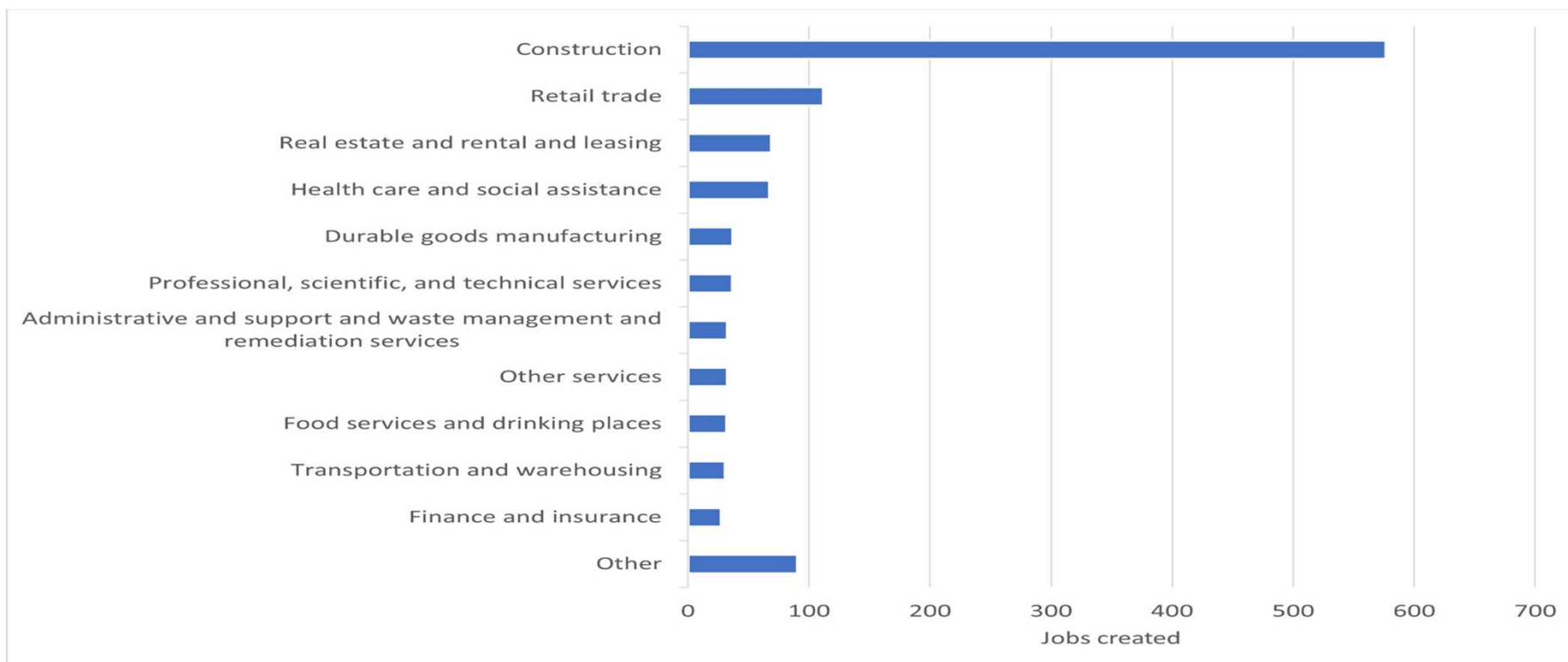
Initial creation of 1,100 to 1,200 new jobs in Ohio





# ONGOING ANNUAL STATEWIDE JOBS SUPPORTED BY 3C+D BY INDUSTRY

Statewide ongoing estimate of 170 to 320 jobs

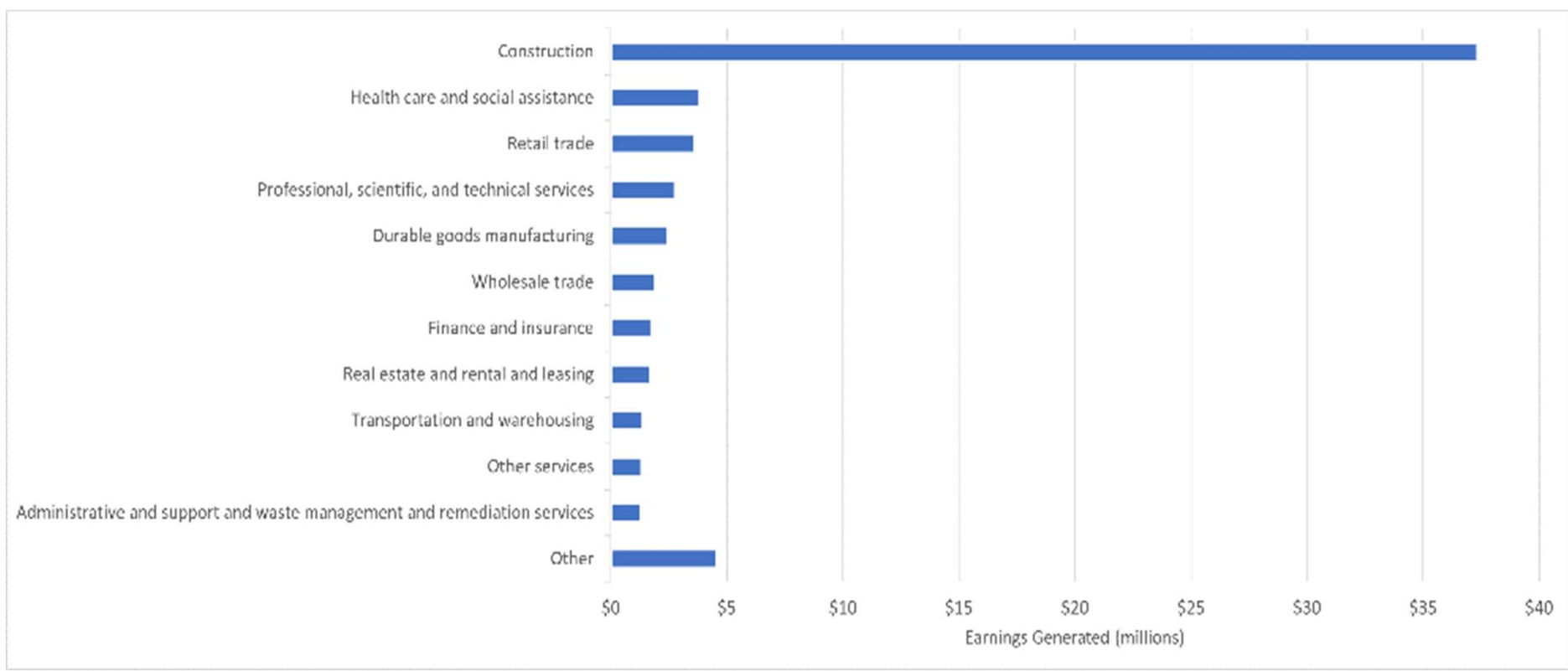






# STATEWIDE EARNINGS

Initial Statewide Investment will generate \$ 64,000,000 to \$66,000,000 in new wages for Ohio employees!



## FUTURE WORK

---

**Additional studies in need of funding will characterize expanded passenger rail's impact on:**

- automobile miles not traveled
- statewide emissions reductions
- statewide and local reductions in traffic injuries and fatalities
- local induced economic activity in the form of development and property values
- local station development costs







---

---

## Appendix

# STATEWIDE TAX REVENUE GENERATED BY THE INITIAL 3C+D INVESTMENT

Initial Tax Revenue generated for the state \$3,500,000 to \$3,700,000

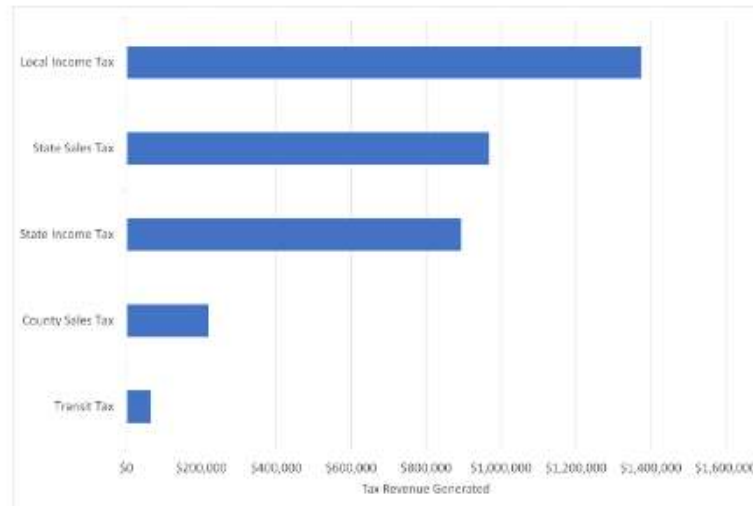


Figure 7: Total tax revenue generated from statewide investment in the 3C+D corridor (conservative)



## STATEWIDE IMPACT OF 3C+D INVESTMENT

- Amtrak proposed a nine-stop Ohio corridor stopping in Ohio's four largest metropolitan statistical areas
  - 3C+D = Cleveland, Columbus, Dayton, and Cincinnati
  - Plus, Crestline, Delaware, Springfield, and Sharonville
- Approval of the project requires cooperation between stakeholders at the federal, state, and local levels.
- Understanding the potential benefits of the "3C+D" corridor requires a thorough understanding of the probable economic impacts of the corridor.
- This study projects economic impact, employment, earnings, and tax revenue impacts for both the initial investment and ongoing ridership revenue generated by the proposed project.



# ONGOING GENERATED ANNUAL EARNINGS

\$ 11,000,000 to \$21,000,000 a year in annual earnings generated by the 3C+D

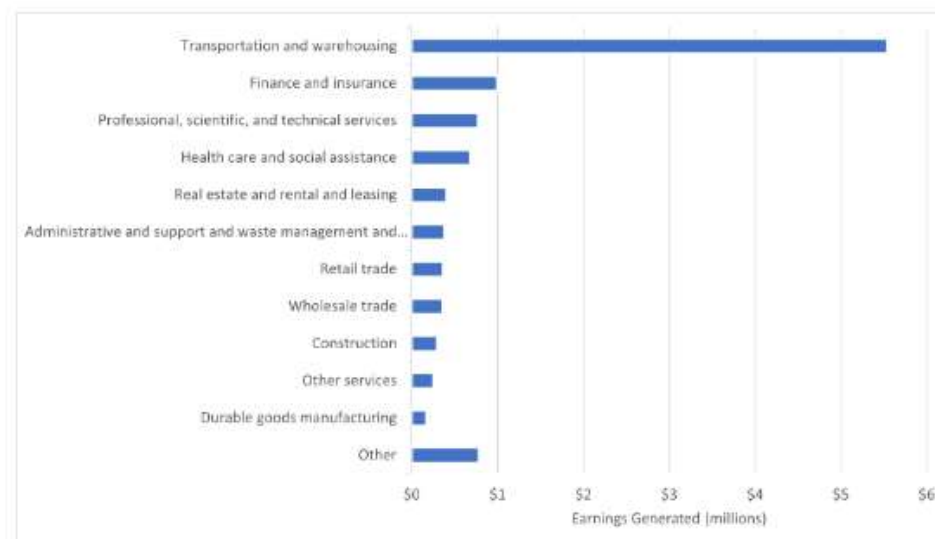


Figure 6: Annual statewide earnings generated from 3C+D expansion by industry (conservative)

## ONGOING STATEWIDE REVENUE FROM 3C+D

Ohio will bring in between \$600,000 and \$ 1.2 Million a year in annual tax revenue.

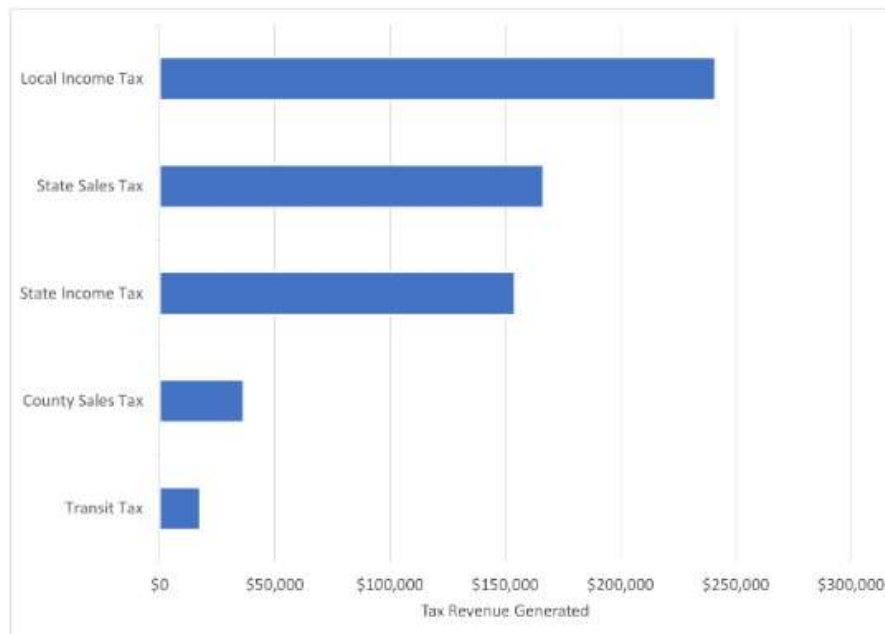


Figure 8: Annual tax revenue generated from statewide 3C+D revenues (conservative)