



Frequently Asked Questions

1. We just invested to make I-71 three lanes wide from Columbus to Cleveland in 2009 for \$559.4 million; why should we spend more?

- Induced demand- new roads will attract more drivers because giving something away for free means more people will use it. Adding lanes to a highway may temporarily ease congestion, but those gains will eventually vanish as the road fills with more drivers.ⁱ

2. Why focus on 3C&D rather than increase service on our existing routes?

- While multiple routes have been submitted for upgrades and expansion, start with a corridor that will make the largest statewide impact, other corridors will follow.
- Support whichever corridors are chosen for Corridor ID Grants, they all benefit the state and the future of passenger rail in Ohio.

3. Why Omit Canton and Youngstown?

- Canton is no longer connected to the North American rail network in Western Ohio. The former Broadway Limited that ran between New York and Chicago through Canton was re-routed then eliminated by Amtrak. People from Canton can access the Amtrak network at Alliance or Cleveland.
- Youngstown has been proposed to be added back to the network by NOACA. NOACA has applied for a Corridor ID grant to prepare a Service Development Plan for improved Cleveland – Pittsburgh service via Youngstown.

4. Columbus is doing well without passenger rail and JobsOhio has landed jobs left and right, all without passenger rail; why add passenger rail?

- States with passenger rail are more competitive. Employers are seeking locations that have excellent access and multiple transportation options. Young people are seeking car-free travel choices. Ohio is missing projects because we have no passenger rail.
- Last time we returned federal funding, we paid for rail in other states. The \$400 million grant award was rescinded, and the funding was sent to California, Michigan, and other states planning high-speed train service. Michigan now has a 110-mph train service between Chicago and Detroit thanks to Ohio's rescinded funding.ⁱⁱ

5. Rail is not for me, so why should I care?

- Passenger rail benefits everyone by reducing congestion and pollution and helping Ohio's gross domestic product (GDP), jobs, and income to Ohioans.

6. Why get behind this project to help Amtrak which operates in the red every year?

- Amtrak is a public service much like public transportation, libraries, fire, police, and emergency medical services are public services. Just before the pandemic, Amtrak was on track to operate in the black for the first time.
- Amtrak is almost back to pre-lockdown capacity.

- It has an 80% recovery cost – compared to other transport systems.
- While public transit in general often runs in the red, the economic externalities are enormous: increased property values, increased business activity, increased employment, and better workplace mobility.

7. If times are bad, why do this?

- Times are bad because we do not have this.
- If not now, when? Costs continue to increase.

8. What about eminent domain challenges?

- Lines/ tracks already exist. Passenger Rail leases the tracks for use.
- There will be no eminent domain for the corridors. Cities will be responsible for locating their stations if they don't exist. Most cities along the 3C&D route already have the locations selected and will not require the "taking" of private land. This is a major concern for the agricultural community, but no plans exist to expand the existing right-of-way.

9. What if freight rail objects?

- There are solutions to capacity concerns.
- This will improve and upgrade the freight tracks.
- Freight railroads across the country have aggressively pursued passenger rail because it improves freight capacity and safety. Norfolk Southern has agreed to improve its infrastructure, as shown in PA and VA (4 new routes in VA in the last 10 years) to accommodate passenger rail. CSX has done the same in VA and FL. Union Pacific and BNSF have made similar agreements in California, Oregon, Washington, and Illinois.

10. We have spent all this money on highways! Why spend more elsewhere?

- Exactly the issue that will continue, due to induced demand. This is what encouraged the state of Virginia to look at options other than adding to highways that currently cannot be maintained. Virginia utilized passenger rail to solve the problem of increasing highway congestion by offering options for travel to reduce congestion.

11. Why take trains if they are always hours late?

- Where states invest in rail infrastructure, trains run on time.
- Air travel is very unreliable nowadays.
- High-speed rail competes favorably with auto and air travel in select corridors that are too long to drive and too short to fly. This is the 200–600-mile distance. For example, Amtrak carries 60 percent of all travelers in the air/rail market between New York and Boston. High-speed rail carries over 90 percent of the air/rail market between Paris and Lyon in France.

¹ <https://www.governing.com/now/why-the-concept-of-induced-demand-is-a-hard-sell>

² <https://www.politifact.com/ohio/promises/kasich-o-meter/promise/784/kill-the-400-million-passenger-rail-plan/>