

**Resolution No. 154-2021****By Council Members:** Cleveland and Slife

**An emergency resolution supporting Amtrak’s proposed expansion of passenger rail services in Ohio and urging the Congressional delegation from Ohio to support a renewal of the five-year federal Surface Transportation Reauthorization and to otherwise authorize and appropriate funds to support the Amtrak expansion in Ohio.**

**WHEREAS**, Ohio, because it has only three Amtrak routes—two confined mostly to the northern edge of the state—has only 32 passenger trains crossing the state per week; it has far fewer intercity or regional passenger rail services than any of its neighboring states, except Kentucky; and

**WHEREAS**, Ohio is the nation’s seventh-most populous state, but is only the 27th highest Amtrak ridership state and has the lowest ratio of Amtrak riders per resident of the top-10 most populous states, according to Amtrak; and

**WHEREAS**, among the top-10 most populous states near Ohio, Amtrak riders per 1,000 residents are 42 in Michigan, 186 in Illinois, 258 in Pennsylvania and 322 in New York compared to just six Amtrak riders per 1,000 residents in Ohio; and

**WHEREAS**, Ohio is the most populous state in the nation that does not have any ongoing passenger rail development or operating program because it does not have funds budgeted for passenger rail development in the currently proposed Ohio Department of Transportation biennial budget; this is the sixth biennial budget in a row with no funding for passenger rail planning, development or operations; and

**WHEREAS**, according to the Ohio Department of Transportation, because of its legacy industrial status, Ohio has the fifth-most railroad industrial supplier employment in the nation; and

**WHEREAS**, in 2019, Amtrak reports that it spent \$40 million on goods and services purchased from Ohio railroad industry suppliers, mostly for the provision and improvement of passenger rail services outside of Ohio; meanwhile in 2019, Amtrak spent \$667 million on goods and services from suppliers in Illinois, Indiana, Kentucky, New York, Pennsylvania and West Virginia for an average of \$111 million for each of those six states; and

**WHEREAS**, at the end of 2019 Amtrak employed 32 people in Kentucky and West Virginia, 196 people in Michigan, 747 in Indiana, 1,284 in Illinois, 1,578 in New York and 2,700 in Pennsylvania but only 52 people earning wages of \$5.4 million in Ohio; and

**WHEREAS**, the employment multiplier for transportation sector jobs is 3.76 according to the Economic Policy Institute, meaning that for every Amtrak job added another 2.76 jobs are created among suppliers and in communities where employees live and work; and

**WHEREAS**, Amtrak proposes to increase the number of passenger trains in Ohio by 572 percent from 32 trains per week to 215 trains per week and increase the number of stations by 214 percent from seven existing stations to potentially 22 stations by 2035; this could mean a corollary increase in employment in Ohio from 52 to approximately 300 permanent Amtrak jobs and approximately 828 induced permanent jobs; and

**WHEREAS**, a Grand Valley State University study found that the 22 Michigan communities with Amtrak stations enjoyed \$62 million annually in traveler cost savings and local business benefits in 2009—and that was before Amtrak ridership grew 60 percent in Michigan as a result of \$800 million worth of state-backed improvements to infrastructure and trains producing 110 mph speeds and better on-time performance; and

**WHEREAS**, Amtrak proposes to increase the number of weekly train arrivals and departures at Cincinnati from six to 104 trains per week, at Cleveland from 28 to 154 weekly, at Columbus and Dayton from zero to 42 per week, and at Toledo from 28 to 70 weekly; and

**WHEREAS**, safe, fast, modern, convenient passenger rail service offers time-savings and productivity benefits as business travelers can work and meet while riding and all travelers can eat, drink or relax aboard an all-weather transportation mode, making Ohio a more attractive place to live and work, and to visit for business or pleasure; and

**WHEREAS**, according to the 2019 U.S. Department of Energy Data Book, travel by Amtrak train is 47 percent more energy efficient than traveling by car and 33 percent more energy efficient than domestic air travel; pollution emissions have a direct correlation to energy efficiency, thus the more energy-efficient a travel mode is, the less pollution it emits; and

**WHEREAS**, it is incumbent on the Ohio Congressional delegation to support a renewal of the five-year federal Surface Transportation Reauthorization in 2021 that includes Amtrak's proposed Corridors Development Program authorized at \$25 billion for capital improvements and \$300 million for operations over five years; and

**WHEREAS**, it is essential that the Ohio Congressional delegation provide in the upcoming Transportation and Housing Urban Development appropriations bill \$5 billion for capital improvements and \$60 million for operations to fund Amtrak's Corridor Development Program; and

**WHEREAS**, this resolution constitutes an emergency measure for the immediate preservation of public peace, property, health or safety, now, therefore,

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CLEVELAND:**

**Section 1.** That this Council supports Amtrak's proposed expansion of passenger rail services in Ohio.

**Section 2.** That this Council urges the Congressional delegation from Ohio to support a renewal of the five-year federal Surface Transportation Reauthorization and otherwise authorize and appropriate funds to support the Amtrak expansion in Ohio.

**Section 3.** That the Clerk of Council is directed to transmit copies of this resolution to Senators Sherrod Brown and Rob Portman, persons representing northeast Ohio from the Congressional House of Representatives, Derrick James, Amtrak Senior Government Affairs Officer, and Stu Nicholson, Executive Director, All Aboard Ohio.

**Section 4.** That this resolution is hereby declared to be an emergency measure and, provided it receives the affirmative vote of two-thirds of all the members elected to Council, it shall take effect and be in force immediately upon its adoption and approval by the Mayor; otherwise it shall take effect and be in force from and after the earliest period allowed by law.

**Adopted March 29, 2021.**

**Effective March 30, 2021.**