It's crunch time for the High Speed Rail Investment Act (HSRIA). This bill is being introduced into the U.S. House of Representatives, but more Congressional cosponsors are needed, especially from a state like Ohio which has much to benefit from the legislation. When passed, the bill will provide $12 billion, and up to 80 percent of the funding needed to create fast passenger rail services on federally designated rail corridors nationwide. Three such corridors in Ohio are: Cleveland - Columbus - Cincinnati, Cleveland - Toledo - Chicago, and Cincinnati - Indianapolis - Chicago.

In a recent letter sent to members of the Ohio Congressional delegation, Governor Bob Taft has requested that they work to pass the HSRIA. The bill has already been introduced into the U.S. Senate (as Senate bill 250), where 57 of 100 senators are cosponsoring the bill (including Ohio Republican Mike DeWine). Dozens of cosponsors are needed for the bill on the House side of Congress in order for the HSRIA to become a serious bill. When a similar version of the bill passed the House of Representatives last year (but failed to pass in the Senate), eight Ohio members of Congress cosponsored: Lorain Democrat Sherrod Brown, Cleveland Democrat Stephanie Tubbs Jones, Toledo Democrat Marcy Kaptur, Lakewood Democrat Dennis Kucinich, Painesville Republican Steve LaTourette, Columbus Republican Deborah Pryce, Akron Democrat Thomas Sawyer and Youngstown Democrat James Traficant.

All of them are needed again as cosponsors of the HSRIA, as are others, especially from along the 3-C Corridor. OARP members should contact all representatives, notably: Hamilton Republican John Boehner, Dayton Democrat Tony Hall, Springfield Republican David Hobson, Findlay Republican Michael Oxley, Cincinnati Republican Bob Portman, Columbus Republican Pat
The Talgo XXI Lakeliner, could be operating in the Midwest in just a few years. Talgo has submitted bids to build 13 of these trains for use by Amtrak on Midwest corridors by 2003. Talgo also wants to manufacture these trains for Ohio services, and has become a generous sponsor of OARP's Corridor Campaigns to cultivate this market.

Cincy light-rail transit funding on ballot?

CINCINNATI — A half-cent sales tax hike could appear on the ballot as early as this November to pay the local share of building a light-rail transit line between downtown and suburban Blue Ash.

Meanwhile, a study has been released, showing light rail would have significant benefits for Greater Cincinnati.

Cost of the 19.5-mile line is estimated at $800 million, and would represent the first phase of a light-rail system in Greater Cincinnati to be operational by 2008. Additional extensions, such as to the Cincinnati/Northern Kentucky International Airport and to Paramount's Kings Island would cost another $400 million.

By comparison, adding a single lane in each direction on Interstates 71 or 75 between the riverfront and I-275 north of the city is estimated to cost $1.4 billion — per highway, according to Metro, Cincinnati's transit agency.

"That investment buys congestion relief for 5½ -7 years," said Metro General Manager Paul Jablonski, in the March 20 edition of The Cincinnati Post. "After that, you're right back where you started."

Haynes Goddard, an economics professor at the University of Cincinnati, said light rail is not affected by congestion, pollutes the air less than automobiles moving comparable numbers of people and is readily expandable by adding cars to trains. He chaired a panel of local academic experts and business leaders that oversaw a study of light-rail's potential benefits to the Greater Cincinnati.

The study, commissioned by the Metropolitan Mobility Alliance, showed that a light-rail line in the I-71 corridor would benefit the region in many ways. These include fewer vehicle accidents, shorter commute times, reduced pollution, tax dollars saved by canceling or deferring highway expansions, and even less cost for day care and other services prompted by traffic jams. Those net benefits, in total, were calculated to be $787 million over 30 years — after the cost of building light rail was figured into the equation.

Once local funding is in place, Metro can apply to the Federal Transit Administration for additional funds. Federal funds are expected to cover 50 percent of the cost of building light rail. Cincinnati will have to identify its source of local funds to be included in the federal transportation budget cycle, which begins in 2003. However, 60 percent of funding in that cycle already has been committed. If Cincinnati cannot identify a local funding source before the funds are committed, it will have to wait another five years for the next budget cycle.
Imagine a child being stuck since birth in an orphanage. He stays there because of some bureaucratic bungling by the government. He gets enough sustenance to stay alive, but not enough to grow up big and strong. Then, one day, while still malnourished to the point of being skeletal and lacking street smarts, the boy reaches his 30th birthday. The government realizes the orphan has been institutionalized for too long.

So what does the government do? They set a deadline by which that orphan is to be released into the real world. They form a committee and study the best way he can make it on his own. Yet, through all this, they continue to keep him sheltered in the orphanage, and continue to feed him just enough to barely keep him alive.

Just as maddening are the quizzical looks he receives when complaining that he isn't yet ready for the real world. He needs an infusion of healthy food, extensive medical care, muscle buildup on his skeletal frame and insights from highly trained experts to prepare him to fend for himself, he tells the government.

"We've fed you and cared for you longer than we were obligated, and this is the thanks we get?" say the government officials in response to the orphan's complaint. "We've done all these wonderful things for you and you still haven't been able to take care of yourself. If you aren't able to take care of yourself by next year, you may be euthanized."

Of course, the unwanted orphan in this case is Amtrak. What could happen at the arrival of the deadline facing Amtrak—at the end of 2002—may be tantamount to a national tragedy. Why? Because of the malnourishment suffered by that orphan has been at the hands of its caretaker—Congress.

In March, I watched on C-Span a U.S. House of Representatives subcommittee meeting on the future of Amtrak. George Warrington, president and chief executive officer of Amtrak fielded questions from members of Congress on possible destinies awaiting the passenger railroad company, including reforming Amtrak or shutting it down.

It was sickening to hear members of Congress denounce Amtrak because it carries less than one percent of all travelers nationwide, yet has been "blessed" with billions of federal tax dollars since 1971, some Congressfolk said. Just as sickening was the fact that no one at the hearing countered that half-truth with the other half—that Amtrak has never received more than one percent of the intercity railroad market.
The Ohio Association of Railroad Passengers is incorporated in Ohio as a non-profit association and exempt from federal income tax under the IRS Code, Section 501(c)(3) as a publicly supported educational organization. Dues and donations to OARP may be tax-deductible in accordance with the IRS Code.

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An introductory one-year membership in the Ohio Association of Railroad Passengers includes a subscription to the Ohio Passenger Rail News, plus action alerts, notice of rail-oriented events, and local meetings. (Contributions to OARP may be tax deductible.)

Mail this application with a check or money order to:
Ohio Association of Railroad Passengers
9705 Township Road 301
Millersburg OH 44654
Bridge projects could lead to passenger rail

A statewide, $200 million program to build road underpasses and overpasses at busy railway crossings might be used to leverage $432 million from the federal government to help establish 110 mph passenger rail services on two Ohio routes that are part of the Midwest Regional Rail Initiative. The MRRI is a nine-state effort to develop a dozen routes for fast passenger trains to give weary travelers an alternative to congested airports and highways.

The Ohio Department of Transportation's grade-crossing separation project list was announced this year, in response to increased freight train traffic stemming from 1999 acquisition of Conrail Corp. by CSX Inc. and Norfolk Southern Corp. Each grade-crossing separation was ranked based on safety and traffic condition factors, with the highest-priority projects ranked in Tier I, meaning they will be funded this year. Tier II projects are next in line to get funding and will remain in ODOT's planning pipeline. Tier III projects — $250 million worth — weren't ranked highly enough to receive any funding for the foreseeable future.

Most of the projects in Tier II were located along either the 3-C (Cleveland - Columbus - Cincinnati) Corridor or the CTC (Cleveland - Toledo - Chicago) Corridor. Altogether, they accounted for $86.4 million of the Tier II projects ($60.2 million worth of grade separations along the CTC Corridor and $26.2 million along the 3-C Corridor — see chart at right for details). planned could leverage $131 million in HSRIA funds. Together, the $157 million would provide nearly one-fourth of the funds to develop 3-C Corridor rail passenger service, as proposed for the MRRI.

Even so, having $157 million available for the 3-C Corridor should allow for the introduction of several daily passenger trains operating at competitive speeds. That might increase the rankings of some Tier III grade crossing separations and attract state funds to those projects. With that, more federal HSRIA funds could be leveraged for other 3-C Corridor improvements.

The linchpin to all this, of course, is to get Congress to pass the HSRIA, which is Senate Bill 250. If passed, the HSRIA would provide $12 billion over 10 years to passenger rail projects nationwide by issuing federal tax credits.

That's not the only question, though. OARP understands that last year's version of the HSRIA would have allowed the state to use its grade crossing separation program as its share of funding for developing passenger rail service. This year's bill contains a number of differences, and OARP is attempting to find out if the state's crossing program can still be used for its share of funding. Even if it is not, the bill should be amended to allow states to use these kinds of projects to leverage HSRIA dollars.

New trains are now doubtful

Two Amtrak passenger trains that were proposed last year to serve Northern Ohio, are unlikely to begin operations this year. OARP understands that Amtrak's Eastern Business Group managers have reallocated funding originally intended for the operation of the new Skyline Connection (Chicago-Philadelphia) and the Toledo extension of the Chicago-Detroit Lake Cities to keep existing trains running.

Ironically, both the Skyline Connection and the Lake Cities extension were listed in the last two issues of Amtrak's National Timetable. Both of these new services were proposed in February 2000 as part of Amtrak's National Growth Strategy — an expansion of services to squeeze more revenue out of Amtrak's existing fleet.

The only major new service in the Midwest to come out of this expansion plan was the Chicago-Janesville, WI Lake Country Limited, which Amtrak is discontinuing due to its poor performance. There is no definitive startup date for any new service expansions in the Midwest as Amtrak continues to battle chronic under-funding from Congress.

In fact, Amtrak may not be able to afford to rebuild Superliner cars that were damaged in the California Zephyr derailment last March in Iowa. Superliner cars damaged when the City of New Orleans collided with a truck in Bourbonnais, IL back in 1999 have yet to be rebuilt and instead are being cannibalized for parts to keep other Superliner cars in service.
Since those and other grade crossing separations are needed prior to the introduction of fast passenger train services in the 3-C and CTC corridors, the Ohio Association of Railroad Passengers is advocating that they be used as part of the state's share to leverage federal high-speed rail funding. For example, the High Speed Rail Investment Act (HSRIA) will pay 80 percent of the cost of developing a federally designated high-speed rail corridor, but the remainder of the 20 percent needs to come from the state, Amtrak, local entities, or a mix of these.

The 3-C and CTC corridors, as well as the Cincinnati - Indianapolis - Chicago Corridor, are federally designated high-speed rail routes.

Based on the 80/20 federal/state split, the $60.2 million worth of grade crossing projects along the CTC Corridor could leverage $301 million in HSRIA funds. Combined, the $361.2 million represents approximately 95 percent of the funding needed to implement Ohio's share of fully developing the CTC Corridor to MRRI standards.

Combined with high-speed rail investments in Indiana and Illinois, this would result in eight daily round trips, operating at 110 mph and taking as little as four hours to travel between Cleveland and Chicago. Even if Indiana and Illinois provided little or no funding, Ohio's efforts would certainly result in more and faster service than what is currently available. There are three daily Amtrak round-trips, taking anywhere from six hours, 11 minutes, to seven hours, 46 minutes to travel the 341 miles between Cleveland and Chicago.

There are fewer grade crossing separations planned in the 3-C Corridor, mainly because freight traffic is less here. However, the $26.2 million worth of separations

<table>
<thead>
<tr>
<th>County - Project's Location</th>
<th>Project Sponsor</th>
<th>Rail Carrier</th>
<th>Project Cost (in millions)</th>
<th>Description/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood - Wales Road/Vickers Xing</td>
<td>Northwood</td>
<td>CSXT, NS</td>
<td>$22.0</td>
<td>Rough cost is for Rail/Rail separation &amp; Wales Rd separation. Request $6.0 million from ODOT.</td>
</tr>
<tr>
<td>Lorain - S.R. 83</td>
<td>North Ridgeville</td>
<td>NS</td>
<td>$5.2</td>
<td>TAG to review existing Feasibility Study.</td>
</tr>
<tr>
<td>Erie - U.S.6/S.R. 101</td>
<td>Sandusky</td>
<td>NS</td>
<td>$8.0</td>
<td>TAG to perform feasibility study of proposed project.</td>
</tr>
<tr>
<td>Lorain - S.R. 58</td>
<td>Wellington</td>
<td>CSXT</td>
<td>$7.1</td>
<td>TAG to review prelim. study of proposed SR58 relocation.</td>
</tr>
<tr>
<td>Huron - S.R. 60</td>
<td>New London</td>
<td>CSXT</td>
<td>$2.8</td>
<td>TAG to perform analysis of alternatives.</td>
</tr>
<tr>
<td>Lorain - Elm Street</td>
<td>Grafton</td>
<td>CSXT</td>
<td>$3.3</td>
<td>TAG to review existing Feasibility Study.</td>
</tr>
<tr>
<td>Cuyahoga - S.R. 252</td>
<td>Olmsted Falls</td>
<td>CSXT</td>
<td>$8.9</td>
<td>TAG to review existing Feasibility Study.</td>
</tr>
<tr>
<td>Fulton - Hallet Avenue</td>
<td>Swanton</td>
<td>NS</td>
<td>$7.0</td>
<td>TAG to perform feasibility study of proposed project.</td>
</tr>
<tr>
<td>Lucas - McCord Road</td>
<td>Lucas County</td>
<td>NS</td>
<td>$9.1</td>
<td>TAG to review existing Feasibility Study. Applicant to provide 25% of funding.</td>
</tr>
<tr>
<td>Huron - U.S. 250</td>
<td>Greenwich Twp.</td>
<td>CSXT</td>
<td>$3.0??</td>
<td>TAG to perform feasibility study of proposed project.</td>
</tr>
<tr>
<td>Huron - S.R. 13</td>
<td>Greenwich Twp.</td>
<td>CSXT</td>
<td>$3.0??</td>
<td>TAG to perform feasibility study of proposed project.</td>
</tr>
<tr>
<td>Hamilton - Reading Road</td>
<td>Sharonville</td>
<td>NS</td>
<td>$7.0??</td>
<td>TAG to perform feasibility study of proposed project.</td>
</tr>
</tbody>
</table>

Total $86.4 or $60.2 million on CTC, $26.2 million on 3-C

Note: For projects of unknown cost, rough estimates of $3 million and $7 million were used for rural and urban locations respectively.

$60.2M could leverage $301M more from HSRIA
$26.2M could leverage $131M more from HSRIA

Ken Prendergast chart
Amtrak seeks 20-year, $30 billion plan

Amtrak unveiled a bold long-term plan to help relieve the nation’s chronic highway and airport congestion and provide more choices for travelers. The 20-year plan, which requires $1.5 billion in federal capital each year, is designed to modernize and expand the passenger rail system nationwide, accelerate plans for high speed service in 11 federally-designated corridors with the nation’s busiest traffic, and leverage billions more in non-federal investment.

The Talgo XXI train, designed and operated in Europe, may be manufactured domestically and can be used on any U.S. rail corridor, including those in Ohio. These diesel-powered trains feature tilt-mechanisms, which allow faster speeds through curves on existing American freight railways. This can save substantial sums of money from having to realign existing railway curves or from having to build all-new high-speed rail lines. Talgo sees an opportunity for marketing its trains in populous states like Ohio, which is why Talgo has become a sponsor of OARP’s two new corridor campaigns for Cleveland - Columbus - Cincinnati and Cleveland - Toledo - Chicago.

OARP thanks Talgo for its generosity and looks forward to working with them in advocating the development of modern passenger rail service in the Buckeye State. For information on others sponsors of OARP’s campaigns, see Page Six of this newsletter.
finally underway

Ohio could be major beneficiary of little-known funding

A $3.5 billion, low-interest loan program to provide capital funding for railroads is being implemented this year — three years after it was initially approved by the U.S. Congress and the Clinton Administration.

The funding is to be used by intercity and commuter passenger rail operators, as well as shortline and regional freight railroads. Amtrak, transit agencies, municipalities, port authorities, counties and state governments are eligible to seek loans with terms of up to 25 years to build or rebuild track, stations, signal systems, rail yards and other facilities. Loans cannot be used for maintenance or for acquiring train equipment.

Ohio could spend just $10 million per year on rail passenger service ... and build a world-class passenger rail network.

Issuing the loans is the Federal Railroad Administration (FRA). Officials at the FRA said it took them a long time to set up the loan program because it was such a pioneering concept.

One of the first loan applications to the FRA was from Amtrak, for $44 million to upgrade tracks and signals between Meridian, MS and Dallas, TX prior to the startup of the passenger railroad's Crescent Star service.

By offering loans at below-market interest rates, the federal government is hoping to spark long-term investments in railway infrastructure. This could be a boon to states like Ohio, where there has been some interest in making minor investments in rail passenger service, but lacking loose money for large, one-shot capital expenditures has been tough.

For example, if the startup of a Boston - St. Louis passenger/mail train will cost Ohio $50 million, the state could invest only several million dollars per year over 25 years to pay the tab. If the High Speed Rail Investment Act (HSRIA) passes Congress and Ohio desires more service, it could ante up several more million dollars per year over 25 years, take out a $100 million FRA loan and use that to leverage another $500 million in HSRIA funding.

That $600 million would buy for Ohio a 110 mph passenger rail corridor linking Cleveland, Columbus, Dayton and Cincinnati. Half that amount could pay the intra-Ohio costs for 110 mph passenger trains in the Cleveland - Toledo - Chicago Corridor. And, a fraction of that would pay for the intra-Ohio costs for the Cincinnati - Indianapolis - Corridor.

Or, in other words, the Ohio Rail Development Commission could spend just $10 million per year on rail passenger service, use the FRA loan program and the HSRIA, and build a world-class passenger rail network in only a few years' time.

Potentially, the state's initial investment could be even less, if federal officials will permit Ohio's road-rail grade separation program to be used as the state's share of the HSRIA (see article "Bridge projects could lead to passenger rail" on page three). These developments underscore the tremendous need for the HSRIA and for Congress to approve it as soon as possible.

Describing the concept, FRA spokesman Bob Proctor said, "The idea is that some states or systems have their own needs that they can use the program for. But the bigger impact will be on those states that don't have anything being done or that haven't been doing anything."
COTA light-rail plan recommended

COLUMBUS — The meeting room at Clintonville's North Broadway United Methodist Church was filled April 19 with over 120 people, representing the FastTrax Advisory group. And when a call for a show of hands was made, they rose in near unanimity to say "yes" to a Central Ohio Transit Authority (COTA) proposal for a combined light rail/expanded bus service plan. There was only one vote to the contrary, and that went for an all-bus expansion plan.

The plan would establish the Columbus metropolitan area's first light-rail line. It would be located in Columbus' North Corridor, which roughly parallels Interstate 71 and an existing set of freight railroad tracks. Also, the plan would add 200 buses to COTA's existing fleet of 346 buses and allow a 75 percent expansion of bus routes and service hours, including 24-hour service on some major trunk routes. Lastly, it would expand paratransit services for persons with disabilities who don't have access to fixed-route buses.

The FastTrax Advisory group has been meeting monthly with COTA planners, consultants from the Mid-Ohio Regional Planning Commission (MORPC) and national transit experts to examine a number of options that included no-build (expand service with current funding), bus expansion only and the light rail/expanded bus service plan.

The all-volunteer advisory group represents a broad cross-section of the community: North Corridor and other Franklin County residents, civic organizations, environmental and social justice organizations and neighborhood groups.

With the advisory group's recommendation, the light-rail/expanded bus service plan now goes before the COTA Board of Trustees and MORPC for their approval. It then would have to go to the Federal Transit Administration (FTA) for consideration. Pending FTA approval, a decision would then have to be made to place a 0.25-percent sales tax levy on the Franklin County ballot.

Such a levy would be in addition to the existing permanent 0.25-percent sales tax levy approved by voters in 1999. That 0.25 percent tax works out to be roughly 2½ cents for every $10 spent on non-food items. Matching federal and state funding would be sought if a levy were approved.

Ft. Wayne, IN route study offers options

FT. WAYNE — A study undertaken by the Northwest Indiana Regional Planning Commission has offers options for a possible light-rail route from South Bend to Fort Wayne. The study, called the "South Bend/Ft. Wayne Light Rail Study," examines the feasibility of a light-rail route from South Bend (Attila Road) to and through downtown Columbus. The other would be an alternate route that would diverge from the rail corridor at about 18th Avenue and veer west and then south on Summit Street into and through downtown, with a return line northbound on North 4th Street. The advisory group's recommendation did not choose between the routes. A High Street route may also be considered.
The 13-mile light-rail route in the North Corridor would cost from $440 million to $530 million dollars, depending on which of the two options is eventually chosen. One would be a rail-only operation in the downtown area, on North Union Avenue (State Route 183) at Wayne Street. City officials say the station would actually be a transportation center that would also serve Stark Area Regional Transit Authority buses, in addition to four daily Amtrak trains.

It would require the elimination of two closely spaced road-rail grade crossings (Keystone and North Park avenues), the construction of two 1,000-foot-long platforms on both sides of the double-tracked Norfolk Southern Corp. (NS) railway, plus an enclosed pedestrian bridge over the tracks with glass elevators to ensure the station is handicapped accessible.

The current station, located east of downtown in an out-of-the-way industrial area, is actually a plexi-glass shelter built next to the brick, Pennsylvania Railroad depot built in the 1950s. NS uses the depot for yard crews and storage, but doesn't allow Amtrak passengers inside. There is a pay phone for rail travelers but no bathrooms or any heated waiting area. Last year, 5,000 Amtrak passengers got on or off at Alliance, a figure which city officials said should rise with the construction of a more attractive, visible and user-friendly station.

**Alliance may get new station**

**ALLIANCE — More than a year after OARP member and Alliance resident David Aldinger first addressed City Council on the need for a new station facility, a lot has taken place. A station study was conducted. A new site has been chosen. State and local funding has been pledged. And Congressman Ralph Regula (R-Navarre) is seeking federal funding for the $6.5 million station.**

The new station is proposed to be located north of the downtown area, on North Union Avenue (State Route 183) at Wayne Street. City officials say the station would actually be a transportation center that would also serve Stark Area Regional Transit Authority buses, in addition to four daily Amtrak trains.

**Fort Wayne officials are renovating the city's Baker Street Station for $1.7 million in anticipation of rail's return. In the meantime, the redeveloped facility will be leased out to host special events.**
New OARP brochures

OARP's new partnerships are paying off in many ways, including more diverse and attractive brochures. OARP and the Toledo-Lucas County Port Authority (owner of Central Union Plaza station) collaborated on a "Toledo Amtrak Passengers Guide 2001." This colorful brochure lists services at Central Union Plaza, nearby attractions, local transportation and an OARP membership coupon.

Many thanks to Rob Greenlese and the rest of the port authority staff for completing an excellent brochure! For copies, simply visit the Toledo station, contact the port authority at (419) 243-8251 or leave a message for OARP staff at (614) 470-0334.

Another OARP brochure was the result of a funding partnership, this time with the George Gund Foundation and the Environmental Law & Policy Center. Combined with OARP funds, the association has produced a full-color, glossy membership brochure that includes information and graphics detailing Ohio State University's "Tracking Ohio" poll results.

This brochure is a great educational, marketing and membership recruitment tool. OARP has a large quantity of these in stock. These will be available at upcoming OARP local and statewide meetings. Or, you can call OARP at (614) 470-0334 to order these brochures.

OSU survey extras

We have a large stock of the special "Survey Issue" of the Ohio Passenger Rail News featuring details of the OSU poll showing Ohioans' huge support for passenger rail.

This is a great educational, marketing and membership recruitment tool. They will be available at upcoming OARP local and statewide meetings. Or, you can call OARP at (614) 470-0334 to order the newsletter in quantities.

OARP thanks these Campaign members for their generosity...

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Got an I-71 Corridor Campaign Advisory Board member?
This summer, as road construction heats up on I-71 between Columbus and Cleveland, travel delays are expected to get worse. Don’t get mad. Get a pen, pencil, Crayon or keyboard — then tell us your worst horror stories!

Where were you traveling from and to? How long did your trip take as compared to previous journeys? Where were the worst problem areas? How heavy was the truck traffic? Were other motorists being reckless in construction and other congestion areas?

Gathering this information is important to OARP, as we will use it to convince state officials that rail alternatives are needed now — before the I-71 reconstruction and widening work concludes in 2010.

Send your horror stories to OARP via e-mail at:
KJPrendergast@core.com
or by mail to:
Ken Prendergast
12029 Clifton Blvd., Suite 505
Lakewood, OH 44107

Include your address, and we’ll also forward your e-mails and letters to your state legislators. The most entertaining and/or insightful horror stories will be published in the fall edition of the Ohio Passenger Rail News. Also, please send along color photographs. We can always use photographs.

Happy motoring!

Special Thanks!

In recent months, OARP has received nearly $25,000 in funding from several organizations to help us educate the public about the need for modern passenger rail and transit services in Ohio.

Specifically, $10,000 was provided to OARP by the American Public Transit Association of Washington DC, $5,000 from the George Gund Foundation of Cleveland, $5,000 from the Miami Valley Regional Planning Commission of Dayton, and $4,535 from the Environmental Law & Policy Center of Chicago. These generous contributions are greatly appreciated by OARP!

A number of diverse organizations and individuals are providing valuable advice, counsel to the fundraising and marketing efforts of the Cleveland - Columbus - Dayton, Cincinnati (3-C) Corridor Campaign and the Cleveland - Toledo - Chicago (CTC) Corridor Campaign. These new campaigns are “product lines” of the Ohio Association of Regional Rail Passengers.

Note that specific statements or policies issued by the two campaigns are not necessarily made on behalf of the advisory board members or their organizations. OARP thanks these people and organizations for their support and guidance as they assist OARP’s campaigns:

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Advisory Board

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Toledo, OH

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Vice President
Midwest High Speed Rail Coalition
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PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

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Canal Fulton  Massillon AAA Travel  (330) 854-6616
Cleveland  Ohio Motorist Association/AAA Travel  (216) 606-6080
Cleveland  Randall Park Mall Travel Agency  (440) 475-8747  (800) 999-2434  Robert Peck
Columbus  Ohio Automobile Club/AAA Travel  (614) 431-7823  (800) 443-7789  Mike McClister
Elyria  Tours & Travel Service, Inc.  (440) 323-5423  (800) 443-7789  Jay Gilbert
Mansfield  Mansfield Travel Center  (419) 756-8747  Cheryl Anderson
Massillon  Massillon AAA Travel  (330) 833-1034
Piqua  Miami County Auto Club/AAA Travel  (937) 773-3753
Sandusky  Sandusky Travel Service, Inc.  (419) 626-4633  Roberta Slyker
Solon  Astro Amtrak Tours  (440) 519-7331  (800) 759-7404  "Amtrak Al" Mladineo
Troy  Miami County Auto Club/AAA Travel  (937) 339-0112

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in the TRAM DIRECTORY should send a $50 check, made payable to OARP, to: Dave Shreiner, Treasurer; 9705 Township Road 301; Millersburg OH 44654. The TRAM annual listing fee entitles you to list your CITY, the NAME OF YOUR AGENCY, one LOCAL PHONE NUMBER, one LONG DISTANCE PHONE NUMBER, and the name of one CONTACT at the agency. Renewals will be billed by the Treasurer. Updated: Oct. 2000
Join the 3-C, CTC Corridor Campaigns

CORRIDOR CAMPAIGN MEMBERSHIP FORM (please photocopy and mail)

NAME______________________________
TITLE_______________________________
ORGANIZATION_______________________
ADDRESS____________________________
CITY________________STATE____ZIP_____
TELEPHONE(____)_____________________ 
E-MAIL ADDRESS______________________

Checks should be made payable to either the “3-C Corridor Campaign” or the “CTC Corridor Campaign” and mailed with this coupon to: David Shreiner, Treasurer, 9705 Township Road 301, Millersburg, OH 44654

CIRCLE THE CAMPAIGN OR CAMPAIGNS AND CHECK THE MEMBERSHIP LEVEL(S) YOU ARE JOINING:

3-C Corridor Campaign
Associate ($50-99) __________
Benefactor ($100-249) __________
Advocate ($250-499) __________
Patron ($500-999) __________
Leader ($1,000-4,999) __________
Campaign Partner ($5,000+)

CTC Corridor Campaign
Associate ($50-99) __________
Benefactor ($100-249) __________
Advocate ($250-499) __________
Patron ($500-999) __________
Leader ($1,000-4,999) __________
Campaign Partner ($5,000+)

Be a part of focused campaigns to bring advanced passenger trains to the Cleveland-Dayton-Cincinnati (3-C) Corridor and/or the Cleveland-Toledo-Chicago (CTC) Corridor.

Members of these campaigns will receive the Ohio Passenger Rail News on a quarterly basis, plus a twice-monthly, interactive Ohio Passenger Rail News eEdition sent by e-mail, as well as a bi-monthly campaign newsletter (to begin soon), special concerns for action, use of campaign staff (to begin soon) and other benefits. An exclusive membership dues structure, identical to both campaigns, has been instituted.
Have some summer fun!!! Join OARP's Toledo area members for a summer excursion to Cleveland aboard Amtrak's *Pennsylvanian*

"Discover Rail Day"
Saturday, August 18th

To create awareness of Amtrak service in Northern Ohio, the Toledo local group of OARP members is sponsoring a round-trip to Cleveland aboard Amtrak's *Pennsylvanian*. Here's a perfect opportunity to introduce friends and relatives to intercity passenger rail, take in the scenery along Ohio's North Coast, and enjoy an afternoon of activities in Cleveland.

**What can you do in Cleveland??** There's plenty to do! You can shop some of Cleveland's finest stores at two downtown malls (The Galleria and Tower City Center), stroll through the Warehouse District and The Flats entertainment district, catch a game at Jacobs Field (Indians vs. Angels), take in an IMAX movie at the Omnimax Theater, tour the Great Lakes Science Center, the Rock and Roll Hall of Fame and Museum, or board the William G. Mather (Great Lakes steamship) or the U.S.S. Cod (WWII submarine), or catch a view from the Terminal Tower observation deck.

Round-trip Amtrak tickets are only $34.00 (there are discounts for children, families and seniors). For more information or to purchase tickets, contact Norma Mihailoff at e-mail: OARPTOLEDOTRIP@aol.com or call (800) 910-7075.

**OARP is "For Sale"**

OARP has united with CafePress to provide friends of passenger rail and transit with attractive, quality promotional items that help the cause in several ways. These promotional items include sweatshirts, t-shirts, mugs, mouse pads, items and then sends to OARP a check for OARP's share of any sales. This approach causes the per-item cost to be a little higher, but the promotional items are of high quality. 

Best yet, all items can be ordered simply by visiting OARP's web site.
Under OARP's arrangement with CafePress, OARP didn't incur any upfront costs, nor does the association have to manage distribution and bear any inventory. CafePress is handling all of the production, distribution and sales of OARP promotional items through the Internet. Each OARP promotional item and their designs can be viewed on the Internet before purchasing them.

Calendar of Events/Meetings

All meetings are subject to change. We firmly suggest that you confirm dates, times and locations for all meetings.

May 2001

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>OARP Annual Meeting</td>
<td>9:30 a.m.</td>
<td>Columbus Athenaeum</td>
<td>32 North 4th Street, Columbus</td>
<td>Dave Labold 614 / 436-5240</td>
</tr>
<tr>
<td>19</td>
<td>OARP Board Meeting</td>
<td>3:30 p.m.</td>
<td>Columbus Athenaeum</td>
<td>32 North 4th Street, Columbus</td>
<td>Bill Hutchison 614 / 470-0334</td>
</tr>
</tbody>
</table>

June 2001

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>9</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 474-4769</td>
</tr>
</tbody>
</table>

July 2001

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>OARP Summer Meeting</td>
<td>9:30 a.m.</td>
<td>TBA</td>
<td>Cincinnati, OH</td>
<td>Mike Weber 513 / 894-9251</td>
</tr>
<tr>
<td>7</td>
<td>OARP Board Meeting</td>
<td>3:30 p.m.</td>
<td>TBA</td>
<td>Cincinnati, OH</td>
<td>Bill Hutchison 614 / 470-0334</td>
</tr>
<tr>
<td>12</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor; Columbus</td>
<td>ORDC 614 / 644-0306</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>10:45 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor; Columbus</td>
<td>ORDC 614 / 644-0306</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Full Commission meeting follow Committee Meetings</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>14</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 474-4769</td>
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August 2001

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<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>11</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 474-4769</td>
</tr>
<tr>
<td>18</td>
<td>&quot;Discover Rail Day&quot; Amtrak excursion aboard the Pennsylvanian (Toledo-Cleveland-Toledo round-trip)</td>
<td></td>
<td></td>
<td></td>
<td>Norma Mihailoff 800 / 910-7075</td>
</tr>
</tbody>
</table>