At long last, the Great Passenger Rail Debate has begun. In one fell swoop, Amtrak President George Warrington pushed the debate from being an issue of vague, future importance, to one approaching a national transportation crisis that has finally permeated the halls of power in Washington D.C.

On Feb. 1, Mr. Warrington held an historic, controversial press conference. There, he said a chronic lack of federal funding for passenger rail has finally forced Amtrak to make the draconian decision that, barring sufficient federal support starting this year, it will eliminate all long-distance train routes after Sept. 30.

Since all existing Amtrak trains in Ohio are on long-distance routes, the Buckeye State would lose all passenger rail services Oct. 1. Congress and the White House can save the passenger train if they finally consider it a valuable piece of America's transportation system and stop funding passenger rail with the same budgetary scraps and in the same annualized, hand-to-mouth manner as it has for 31 years. It's been just enough to keep passenger trains alive. Trains have been ignored in the federal transportation budget far too long.

Mr. Warrington explained that Congress will have to decide this year what it wants Amtrak to be, given Congress' historically limited funding for rail and the
Dec. 2, 2002 self sufficiency deadline imposed on Amtrak in 1997. Mr. Warrington said current levels of federal funding allow Amtrak to operate only the Northeast Corridor and a sparse network of short-distance, state-supported routes. Or, if Congress so chooses to provide funding, Amtrak could be a pub-

— See “Debate” page three

Ohio needs fast trains to improve our quality of life. But, absent the foundation of existing trains, the basis for better services like Amtrak’s Acela (shown above) might be lost forever. Ohioans need quality rail services in populous corridors (see pages 4-5) where travelers can work, socialize, dine or doze at high speeds.

Cleveland Hub study focuses on a new regional rail system

For the first time, the Ohio Rail Development Commission (ORDC) is looking at a passenger rail system rather than just a segment. The new approach by ORDC was welcomed by the Ohio Association of Railroad Passengers.

ORDC announced the Ohio & Lake Erie Regional Rail/Cleveland Hub Study in the city where two routes targeted by the study come together — the Cleveland hub. In addition to ORDC taking the system approach, there is another reason why the study isn’t a duplication of previous analyses. The evaluation is a critical first step to securing federal planning and construction funds for fast trains on the affected routes. The study will look at the best options for routing trains, ridership, construction and operating costs.

Designations are being sought for three segments — Toledo - Detroit, Cleveland - Pittsburgh, and Cleveland - Buffalo — to create the larger, overall system. ORDC has already secured federal rail designations for three densely populated travel corridors: Cleveland - Columbus - Dayton - Cincinnati (3-C); Cleveland - Toledo - Chicago (CTC); and Cincinnati - Indianapolis - Cincinnati (CIC).

If the study shows the added designations are warranted, they would create a system of

— See “Hub” page three
President's Column

A special message from Ohio Association of Railroad Passengers President Bill Hutchison

It's all up to us

You may be surprised to see my name heading up what usually is the place where you see Ken Prendergast's Train of Thought column. However, events of the past few weeks have led us to decide that I should lead things off.

By now, I am sure most of you have heard that Amtrak is threatening to discontinue all of its long-distance service on Sept. 30 if more funding is not forthcoming. This issue of the Ohio Passenger Rail News will give you the reasons why this is happening, but it really boils down to the fact that it takes money to run Amtrak and little has been forthcoming.

Amtrak President George Warrington has drawn a line in the sand: support rail passenger service or be prepared to see all trains dropped. This is a bold gamble and, like any gamble, it runs the risk that Congress might not come through with the necessary funding. This is where we come in.

I want to tell each and every one of you that this is your fight. We can't win without you. You must write to your U.S. representative and both U.S. senators. Emphatically make the point that you expect more from Congress than what we have had over the last 30 years.

This includes a succession of starvation budgets that might have kept Amtrak alive, but resulted in lousy service and yearly funding battles. Rail passenger service must be a part of a national transportation policy that treats all modes equally.

As this is being written, we are making plans for a series of press conferences to be held throughout the state and are taking other measures to get our message out (see below).

But more needs to be done. What else can you do? Talk to your friends and family members to get them to write. Talk to local chambers of commerce, local business people and others, especially if you live in a place where Amtrak stops. Leave no stone unturned.

This is a high-stakes gamble and that means we have to do our utmost to win. Let's do our part!
OARP already in action!

Ohio Senate may ask Congress to save Amtrak

As a result of an inquiry from Ohio Senator Mark Mallory (D-9) of Cincinnati, OARP’s Administrative Director Stu Nicholson and Government Affairs Liaison Chris Vineis provided input to a resolution that would ask Congress to provide adequate funding for Amtrak to continue its services in Ohio.

"OARP is already responding to the crisis," said Bill Hutchison, president of the association. "And, it's an example of the kind of work OARP is doing."

The resolution, numbered SCR 33, follows the introduction of Senate Bill 212 (see page Six), reflecting the growing interest by Ohio legislators in supporting rail passenger service. In mid-February, SCR 33 was referred to the Ohio Senate Highways & Transportation Committee chaired by Sen. Jeffry Armbuster (R-13) of North Ridgeville. From there, it would go to the full Ohio Senate for a vote.

"The bottom line is a lot of the travel industry is having difficulty," Sen. Mallory said. "(The government) bailed out the airlines; now it needs to do the same for Amtrak. Air travel is very volatile. This is not the time to dismantle a major section of travel in any form. (In the past), there has been a decline in rail service. In my estimation, there has always been an attitude that there is a better way to travel, but now it (rail service) is something that could be more attractive to people."

In light of the travel situation after Sept. 11, it may take "two hours to get through security checks to board your flights. People can get to their destinations faster by trains... and at a cheaper cost," he said.

"Thanks to Senator Mallory, Ohio may soon speak out," Hutchison added. "But I want you, our members, to call or e-mail your Ohio senators. Tell them to support SCR 33. Together, we can make a difference!"

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.

Sign me up! I WANT BETTER RAIL PASSENGER SERVICES!

Enclosed is a check or money order for...

☐ $ 15.00 for an Basic/Individual Membership.
☐ $ 10.00 for a Retired/Student Membership.
☐ $100.00 for a Corporate Membership. Send me ___ copies of the newsletter (up to 10).

Add a Family member (at the same address) for just $5.00 more per person:

enter name here: __________________________

Name______________________________
Title______________________________
Company__________________________
Address___________________________
City_______________________________
State_________ZIP Code____________
Telephone.(_______)_______________
e-mail____________________________

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
lic service corporation that provides a true national system that includes long-distance routes.

Mr. Warrington also said Amtrak will lay off 300 managers and 700 union employees, as well as cut back capital expenditures by 23 percent. These capital expenses include equipment overhauls, new technology and station improvements. On average, hours of operation at train stations will be cut at 73 locations (including at staffed stations in Ohio), and Amtrak will freeze or reduce hiring, nonessential training, travel, plus acquiring various materials and supplies.

Many industry observers and members of Congress said they believe it’s a decision Amtrak would have been forced to make, sooner or later. Some, including the Ohio Association of Railroad Passengers (OARP), said they wished Amtrak had laid down the gauntlet sooner.

"It's a bold move, and one that's been a long time coming," said OARP President Bill Hutchison. "Though we do not wish to see Ohio lose its rail passenger services, we hope the potential reality of no service anywhere will wake up Congress and force them to act as they should have done long before it got to a crisis stage."

"It's a call that should have been made some time ago. Amtrak took about as much rope as there was," added U.S. Department of Transportation Inspector General Kenneth Mead, as quoted in the Feb. 2 edition of the Washington Post. Mr. Mead has often been critical of Amtrak and its management decisions.

In the same article, Mr. Mead said Amtrak’s only other alternative was to continue to mortgage its other assets and drain what was left of Amtrak’s $250 million line of credit. Already, Amtrak mortgaged $300 million from its most valuable property — Penn Station in New York City. Further deepening Amtrak’s debt would have been a much worse option than the one Amtrak chose Feb. 1. Mr. Mead said.

On March 29, Amtrak will post the federally required six-month notice of discontinuance of all long-distance trains. This may include all Amtrak services to Third World status. There is statistical data to support their claims.

According to the Surface Transportation Policy Project, the U.S. invests far less per capita than other modern nations. America’s per capita investment in passenger rail truly belongs in the Third World, ranking among nations like Botswana and Tunisia. Even the best management team would be hard-pressed to make Amtrak or any other U.S. intercity passenger rail service competitive, let alone profitable, under these circumstances.

Since 1971, highways and aviation have received 70 times more federal funds than passenger rail. Many billions more have been spent into roads by state and local governments, much of which is not paid by road users. Congress also created tax-exempt rights of way and ongoing, user-financed trust funds for highways and aviation. Meanwhile, passenger rail service must rely on under-capitalized, privately owned, tax-paying rights of ways that lack a permanent source of federal capital funding. As a result, Amtrak has had to live from paycheck to paycheck for 30 years. This reality finally caught up with the passenger rail carrier.

If Congress repeats the 2002 Amtrak appropriation of $521 million in the federal fiscal year 2003 (which starts Oct. 1, 2002), Amtrak would have enough funding to operate only the Washington-Boston Northeast Corridor and its short-distance, state-supported services. These include trains in California, Illinois, Maine, Michigan, Missouri, Oklahoma, New York, North Carolina, Oregon, Pennsylvania, Virginia, Washington and Wisconsin. Ohio is America’s most populous state that does not financially support passenger rail operations.

Mr. Warrington’s ultimatum came one week before the Amtrak Reform Council made its recommendation to Congress on restructuring Amtrak. The Council said Amtrak’s operations and infrastructure should be separated and sold off to private enterprise. Unfortunately, the Amtrak Reform Council does not explain how a new owner can pay for the necessary $30 billion that new owner will need to make Amtrak a viable system.

Cleveland Hub study focuses on a new regional rail system

"Hub" from page one

route combinations such as Detroit - Toledo - Cleveland - Youngstown - Pittsburgh, as well as Cincinnati - Dayton - Columbus - Cleveland - Buffalo - Niagara Falls - Toronto. The matrix of


No Ohio Amtrak trains after Sept. 30, unless...

— "Debate" from page one —
long-distance trains. This may include all Amtrak services in Ohio:

**Capitol Limited** — Chicago - Washington D.C., daily eastbound and westbound trains serving the Ohio cities of Toledo, Elyria, Cleveland and Alliance;

**Cardinal** — Chicago - Washington D.C., thrice weekly eastbound and westbound trains serving the Ohio cities of Hamilton and Cincinnati, plus cross-river stations at Maysville, KY, South Portsmouth, KY, Ashland, KY, and Huntington, WV.

**Lake Shore Limited** — Chicago - New York City/Boston, daily eastbound and westbound trains serving the Ohio cities of Bryan, Toledo, Sandusky, Elyria and Cleveland;

**Pennsylvanian** — Chicago - Philadelphia, daily eastbound and westbound trains serving the Ohio cities of Toledo, Sandusky, Elyria, Cleveland and Alliance;

**Three Rivers** — Chicago - New York City, daily eastbound and westbound trains serving the Ohio cities of Fostoria, Akron and Youngstown;

**Amtrak Thruway buses** — Cleveland - Columbus - Cincinnati, Toledo - Detroit, Columbus - Zanesville - Wheeling - Pittsburgh, and Cincinnati - Indianapolis - Chicago, provided on a daily basis with single-ticket fares under contract between Amtrak, Greyhound and New Directions bus lines, offering Ohio travelers numerous, important mobility choices by connecting rail and bus systems.

A few members of Congress, including U.S. Rep. Don Young (R-Alaska), who chairs the House Transportation and Infrastructure Committee, deferred all responsibility to Amtrak mismanagement. However, knowledgeable Congressional representatives, including U.S. Rep. Jack Quinn (R-N.Y.) who chairs Rep. Young's railroad subcommittee, echoed calls from other members of Congress that more funding for rail passenger service is needed.

Increasingly, Congressional representatives have begun to realize that decades of federal transportation policies have relegated U.S. passenger rail services in Ohio:

**OARP members** should take this historic opportunity to contact their senators and members of Congress. Using your personal names, tell them why you want more federal funding for rail passenger service. It isn't so important that you write the perfect letter or e-mail message, or make the most prolific phone call. The staff of U.S. senators and members of Congress simply want to know where their constituents stand on a particular issue. So, if you say you live in your Congressional representatives' district and want them to provide more passenger rail funding, that's good enough for them.

Now is not the time to stay silent in the hopes that others might speak for you. Speak out and you will be heard.

Buffalo - Niagara Falls - Toronto. The matrix of high-speed rail routes totaling 875 miles would serve 22 million people and make Cleveland a secondary hub between the East Coast and Chicago.

"Development of a Cleveland Hub rail passenger system will bolster our status as a world-class region," said David Goss, senior director for transportation and infrastructure at the Greater Cleveland Growth Association. "It will help stimulate the creation of new jobs and new investment in Northeast Ohio."

The two hub routes would be in addition to a route between Cleveland and Chicago that has already received the federal designation. James Seney, ORDC executive director, said the federal government has limited funding for high-speed rail projects. But that could change soon for the better and, if it does, Ohio should be ready for it.

"There is ample evidence that federal officials are warming to the idea of a national rail system," Mr. Seney said. "Ohio is well-positioned to be the bridge between already-proven eastern rail corridors and emerging rail corridors in the Midwest region."

While Ohio is funding most of the cost of the $300,000 study, departments of transportation in Michigan, New York and Pennsylvania are also providing some of the funding. VIA Rail Canada Inc., the passenger rail service north of the border, also is participating in the Cleveland Hub Study.

"We're excited about ORDC taking the first steps in a long-range, proactive plan that would create a true system of quality passenger rail services for Ohio," said OARP President Bill Hutchison. "Except for Chicago-Detroit, Ohio has the most populous travel corridors in the Midwest. We anticipate that ORDC's system plan will end up maximizing ridership by linking Ohio rail routes with those in the Midwest and the East, as well as with Ohio airports and local transit."

Having a comfortable, cost-effective travel alternative to congested highways and airports would allow Ohio to compete for jobs with other parts of the nation where major passenger rail investments are underway, including North Carolina, Illinois, Wisconsin and Michigan, Mr. Hutchison added.

For more information about the study, visit the ORDC Web site at [www.dot.state.oh.us/ohiorail](http://www.dot.state.oh.us/ohiorail/) on the Internet.
Ohio’s great population

Latest U.S. Census figures show that Ohio’s rail corridors rank highly

Last year, a group of state officials and business leaders stood on a railway platform in Japan during a Far East mission to drum up trade between businesses in Ohio and those in the Orient. While waiting for their train, one of Japan’s famed Shinkansen “bullet trains” rocketed past at 180 mph, leaving the Ohio contingent in its windy wake.

A state official spoke of how impressed he was of the high-tech trains. But when a Toledo Blade reporter asked him if fast trains made sense for Ohio, his enthusiasm tempered. He told the reporter that he doubted whether Ohio had the population density necessary to support modern, intercity passenger rail services.

While he and other state officials are correct that Ohio cannot match the population densities of Japan, it’s a stretch to say Ohio doesn’t have the people power to support some fast, frequent rail passenger service on several routes.

That’s especially true when Ohio is compared to other regions on this side of the Pacific Ocean. Data from the 2000 U.S. Census shows that Ohio has a population density of 256 people per square mile, which ranks it eighth nationally. On an international scale, Ohio’s population density is a notch below France’s 279 people per square mile (according to the World Almanac, 2000 edition). France, of course, is home to the renowned TGV high-speed rail system. In regular operation, TGV trains cruise at speeds of 180-200 mph. Other European nations have extensive passenger rail networks where trains routinely travel at more than 100 mph.

On this side of the Atlantic Ocean, the experience trains would provide.

In the Pacific Northwest, the states of Washington and Oregon are leading the development of the Cascades Corridor (Vancouver BC - Seattle - Portland - Eugene). Modest investments in track and railway signals during the 1990s and the introduction of European-style Talgo trains resulted in more daily departures, faster service and ridership increases of 175 percent.

State transportation officials in the Pacific Northwest view the development of the Cascades Corridor as an essential ingredient to improving the region’s quality of life by providing a fast, comfortable, affordable mode of transportation that doesn’t require more costly highway widenings or airport expansions. It’s all part of a recipe to encourage smart growth, by focusing commerce and economic development at rail stations.

— See “Density” page five

Ohio’s corridors at a glance

Ohio’s three federally designated high-speed rail corridors would serve large populations, as would a fourth corridor (Detroit-Pittsburgh) which may soon receive the federal designation. Each corridor’s population density, expressed as people per route-mile, is shown. Train services are shown for comparison with the United States passenger rail corridors chart (at right). Population data is for areas within 20 miles of the railway.

<table>
<thead>
<tr>
<th>CIC CORRIDOR POPULATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cincinnati/Hamilton</td>
<td>1,960,995</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>1,536,665</td>
</tr>
<tr>
<td>Lafayette</td>
<td>167,097</td>
</tr>
</tbody>
</table>

See page five for more information.
Transportation officials continue to debate whether the Buckeye State — the 13th largest economy in the world — has what it takes to support a much more modest version.

Proposed for Ohio are 5-9 daily round trips, operating at 110 mph speeds, on three routes: Cleveland - Columbus - Dayton - Cincinnati (3-C) Corridor; Cleveland - Toledo - Chicago (CTC) Corridor; and the Cincinnati - Indianapolis - Chicago (CIC) Corridor. A fourth corridor — Detroit - Toledo - Cleveland - Pittsburgh — may be added. Ohio’s fast passenger trains would operate on new tracks adjacent to existing freight railways and serve large downtowns, airports, suburban areas and smaller cities enroute. Capital costs of about $400 million to $700 million per route, spread over a number of years, are needed to get the trains running in a phased implementation schedule.

But, too often, Ohio is viewed by its own officials and some as a primarily rural state and incapable of tapping a large enough population base to support fast train services. Nothing could be farther from the truth. Ohio’s overall population density of 277 people

At nearly 80 mph, Amtrak’s Pennsylvanian rips through Ohio soybean fields, in a rural scene that many policy-makers consider typical of the state. However, Ohio is much more than just farms and forests, as the latest population data from the U.S. Census clearly shows. Ohio is one of the nation’s most populous states.

with passenger rail is less dramatic, of course. But things are changing. Highway and airport congestion has prompted states and the federal government to form partnerships to expand passenger train services and increase their speeds along populous corridors. Many of these corridors are comparable in terms of population density to Ohio’s three designated corridors. And, in some cases, Ohio’s corridors are more than twice as populous (see chart at right).

Ohio’s 3-C Corridor, despite having a city the size of Zanesville along each of the route’s 260 miles, is devoid of any passenger rail service. It has been 30 years since a passenger train has provided scheduled service between Cleveland, Columbus, Dayton and Cincinnati (although there have been occasional train demonstrations). Columbus and Dayton are two of the most populous metropolitan areas in the nation without passenger trains. Obviously, this isn’t something for Ohio to crow about. The experience with Ohio’s other two federally designated high-speed corridors isn’t much better.

The most densely populated Ohio corridor — the CIC — has just three trains per week between Cincinnati and Chicago, operating in the middle of the night and at average speeds of less than 40 mph. Only the CTC Corridor has anything resembling a usable rail service. Three daily round trips travel at average speeds of 49 mph between Cleveland and Chicago, but most of these serve Ohio cities between midnight and 6 a.m. as they are part of a larger, Chicago-East Coast, overnight operation.

Ohio has no rail passenger development program, despite being the eighth-most densely populated state. All seven states ranking higher than Ohio in population density have rail passenger programs. More telling is that 14 states with less population density than Ohio have active, ongoing rail passenger development programs or projects. If state officials compare the population densities along Ohio’s three designated corridors with those elsewhere in the nation, they will find that there is even more reason why Ohioans should have the travel options, cost-savings and stress-free comfort that fast, frequent

**Detroit-Pittsburgh Corridor Population**

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detroit/Flint/Ann Arbor</td>
<td>5,469,312</td>
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<tr>
<td>Toledo</td>
<td>608,976</td>
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<tr>
<td>Cleveland/Akron</td>
<td>2,910,616</td>
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<tr>
<td>Youngstown/Warren</td>
<td>589,236</td>
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<td>Pittsburgh</td>
<td>2,331,336</td>
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<tr>
<td>Counties between MSAs</td>
<td>275,643</td>
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<tr>
<td>TOTAL</td>
<td>12,186,447</td>
</tr>
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12,186,447 - 305 miles = 39,956 per route-mile

**3-C Corridor Population**

<table>
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<th>City</th>
<th>Population</th>
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</thead>
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<tr>
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<td>Dayton/Springfield</td>
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<td>Mansfield</td>
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<tr>
<td>Cleveland/Akron</td>
<td>2,910,616</td>
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<td>Counties between MSAs</td>
<td>250,068</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,746,481</td>
</tr>
</tbody>
</table>

7,746,481 - 260 miles = 29,794 per route-mile

**Zero Passenger Trains (Last was in 1971)**

Both charts

OARP chart by: Ken Prendergast and Mark Carlson
United States passenger rail corridors at a glance

Joint state-federal high-speed rail programs are underway in a number of densely populated corridors throughout the nation, some of which have less population density than the four potential corridors in Ohio. All of these corridors have state and/or federal programs or projects underway to continue or expand services and/or increase train speeds to at least 100 mph. Train services are shown for comparison with the Ohio corridors chart (at left). Population data is for areas within 20 miles of the railway.

**NORTHEAST CORRIDOR POPULATION**

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<tr>
<td>Washington/Baltimore</td>
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<tr>
<td>Philadelphia</td>
<td>5,999,034</td>
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<tr>
<td>New York/North Jersey</td>
<td>20,196,649</td>
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<td>New London/Norwich</td>
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<tr>
<td>Providence</td>
<td>1,125,639</td>
</tr>
<tr>
<td>Boston</td>
<td>5,667,225</td>
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<td><strong>TOTAL</strong></td>
<td><strong>40,631,878</strong></td>
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**SAN JOAQUIN CORRIDOR POPULATION**

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<tr>
<td>SanFran/Oak/San Jose</td>
<td>6,873,645</td>
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<tr>
<td>Sacramento/Yolo</td>
<td>1,741,002</td>
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<tr>
<td>Stockton/Lodi</td>
<td>563,183</td>
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<tr>
<td>Modesto</td>
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<tr>
<td>Merced</td>
<td>200,746</td>
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<tr>
<td>Fresno</td>
<td>879,829</td>
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<tr>
<td>Bakersfield</td>
<td>642,495</td>
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<tr>
<td>Counties between MSAs</td>
<td>497,482</td>
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40,631,878 + 457 miles = 88,910 per route-mile

Ohio is the nation's eighth-most populous state, making it the most densely populated region to not have a state-supported passenger rail program. This is especially true in Metro Cleveland (shown left), which has 14 of Ohio's 20 most densely populated cities above 50,000 population. An undeveloped passenger rail system has yet to tap Metro Cleveland's ridership potential, let alone those of other populous Ohio cities.

Joint state-federal high-speed rail programs are underway in a number of densely populated corridors throughout the nation, some of which have less population density than the four potential corridors in Ohio. All of these corridors have state and/or federal programs or projects underway to continue or expand services and/or increase train speeds to at least 100 mph. Train services are shown for comparison with the Ohio corridors chart (at left). Population data is for areas within 20 miles of the railway.

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WASHINGTON, D.C.—High-speed rail can be a game-changer for the nation, offering service comparable to that of airplanes and buses, as well as being environmentally friendly. Yet high-speed rail is not commonplace in the United States. There are 34 designated corridors, but it is widely argued that the infrastructure improvements required in these corridors have not been forthcoming.  

In the Midwest, three corridors are of particular interest: the Chicago-Twin Cities, the St. Louis-K.C., and the Cascades. The Chicago-Twin Cities corridor is the busiest of the 34, providing 9,200 trips per route-mile, and is the one that serves the largest number of passengers. Yet, Ohio's leaders, which have 89,000 people per route-mile, are reticent to embrace high-speed rail, and instead are focusing on balanced transportation.  

The Chicago-Twin Cities corridor serves 8,885,919 people, with 14,319,368 route-miles, and has 37,572 per route-mile. Yet, Ohio's leaders have only 2,569,029 people per route-mile, and have 5,469,312 route-miles, with only 8,885 per route-mile. Ohio's leaders have 89,000 people per route-mile, which is far less than the 56,118 per route-mile in the Chicago-Twin Cities corridor. Ohio's leaders should have more service than at present.  

The St. Louis-K.C. corridor serves 2,820,844 people, with 5,469,312 route-miles, and has 32,918 per route-mile. Yet, Ohio's leaders have only 2,569,029 people per route-mile, and have 5,469,312 route-miles, with only 8,885 per route-mile. Ohio's leaders have 89,000 people per route-mile, which is far less than the 56,118 per route-mile in the St. Louis-K.C. corridor. Ohio's leaders should have more service than at present.  

The Cascades corridor serves 6,873,645 people, with 10,430,375 route-miles, and has 66,450 per route-mile. Yet, Ohio's leaders have only 2,569,029 people per route-mile, and have 5,469,312 route-miles, with only 8,885 per route-mile. Ohio's leaders have 89,000 people per route-mile, which is far less than the 56,118 per route-mile in the Cascades corridor. Ohio's leaders should have more service than at present.

In conclusion, Ohio's leaders should embrace high-speed rail, as it is clearly necessary. With the Northeast Corridor, there are 308,332 people per route-mile, with 497,482 people within MSAs, and 4,581,962 route-miles, with 16,191 per route-mile. Yet, Ohio's leaders have only 8,885 per route-mile, with 5,469,312 route-miles, and only 2,569,029 people per route-mile. Ohio's leaders should have more service than at present.
Midwest Compact bill passes Ohio Senate 33-0

A bill that would allow Ohio to join the Midwest Interstate Passenger Rail Compact passed the Ohio Senate Feb. 19 with all 33 senators casting “yes” votes. The next stop for Senate Bill 212 is the Ohio House of Representatives, where an identical bill was passed in 2000 with a 72 margin. Sponsoring the bill is State Senator Jeff Armbruster (R-13) of North Ridgeville, who chairs the Ohio Senate Transportation & Highways Committee.

Passage of SB 212 would allow Ohio to join the compact and, in turn, become part of the Midwest Interstate Passenger Rail Commission, whose membership already includes Indiana, Minnesota, Missouri, North Dakota and Nebraska. Other states, such as Michigan, Illinois and Wisconsin are considering joining, but are already actively improving tracks for existing Amtrak passenger trains so they can travel in excess of 100 mph.

Sen. Armbruster said that, when Ohio becomes part of the Midwest Interstate Passenger Rail Commission, it will give Ohio new partnerships and clout in securing federal funds for planning and ultimately building rail services. That’s important to promote economic development along the railway, he said.


The bill was introduced with nine senate cosponsors — Dan Brady (D-23, Cleveland), Greg DiDonato (D-30, New Philadelphia), David Goodman (R-3, Bexley), Bob Hagan (D-33, Youngstown), Bill Harris (R-19, entire counties of Ashland, Delaware, Knox, Morrow, Richland), Jeff Jacobsen (R-6, suburban Dayton), Priscilla Mead (R-16, Columbus), Larry Mumper (R-26, Marion), Robert Spada (R-24, western Cleveland suburbs).

While an identical bill passed the Ohio House two years ago, it was introduced so late in the legislative session that it never made it to the Senate side. The bill would cost Ohio taxpayers no more than about $20,000 a year in commission membership fees, travel costs to attend commission meetings and related expenses.

Sen. Armbruster said the bill’s strong showing in the House is the reason why the bill was reintroduced in the senate this time around. The bill must pass both the House and Senate in the same session before it can be sent to Governor Bob Taft for his signature. Only then would it become law.

OARP worked closely with Sen. Armbruster and his staff to get the bill reintroduced. OARP Vice President Ken Prendergast and Government Affairs Liaison Christine Vinesi led up an impressive list of people representing businesses, environmental organizations and governmental associations to testify in support of the bill before the Senate Highways & Transportation Committee on Jan. 29 and Feb. 5.

Please write to your state representatives (don’t confuse these with U.S. congressional representatives!) and ask that they support Senate Bill 212. To find out who your state legislators are, or to contact them, call Legislative Public Information toll-free (800) 282-0253 or visit or www.house.state.oh.us on the Internet.

OARP Election reminder: run!

Time is running out for OARP members to declare their candidacy for all four officer positions — president, vice president, secretary, treasurer and one at-large board member seat. You have until March 20, 2002 to submit your name as a potential candidate to the Election Committee, c/o Bill Hutchison, 474 Delaware Court, Westerville, OH 43081.

The committee will determine if you are eligible to appear on the ballot once it has received your candidate statement (not to exceed 75 words) and petition signatures or letters from OARP members in good standing who endorse your candidacy.

All officer candidates must reside in Ohio and be members in good standing and, for the president and vice president positions, must have served previously on the board. At-large candidates must reside in Ohio or a county contiguous with an OARP standard metropolitan statistical area. Also, no member at-large candidates must become a member in good standing within 30 days of the election.

Ballots will be mailed to all members in June, and should be filled out and returned by mail, or by bringing them in person to the Annual Meeting to be held May 11 at the Holiday Inn on Neil Lane in Columbus.

The Election Committee will unseal, tabulate and certify the ballots at the Annual Meeting. Election results will then be announced Election Committee Chairman Hutchison.

COTA light-rail project gets $$

COLUMBUS — Thanks to a high recommendation from the Federal Transit Administration (FTA)
Studies to OK commuter rail

NORTHEAST OHIO — Two separate studies nearing completion show that several proposed commuter rail routes in the region should be developed to address worsening traffic congestion and spur development in existing communities. However, one of the most feasible routes — Cleveland to Lorain — is at risk of being left out because of opposition from U.S. Rep. Dennis Kucinich (D-10) of Lakewood.

Rep. Kucinich, normally a strong supporter of passenger trains, expressed concern that commuter rail would undermine an agreement he helped reach with Norfolk Southern Corp., which had planned to triple the number of freight trains over its Cleveland-Lorain segment. That agreement caps the number of freight trains at 14 daily. But, current NS traffic averages only 2-3 trains per day.

OARP members who live or work in Rep. Kucinich's district are encouraged to write or call the congressman's Lakewood office: Honorable Dennis Kucinich, 14400 Detroit Ave., Lakewood, OH 44107; (216) 228-8850; http://www.house.gov/kucinich/.

Please thank him for his support of passenger rail service, and ask that he extend that support to the proposed commuter route through his own district.

Elsewhere, feasible routes that remain in the Northeast Ohio Areawide Coordinating Agency's (NOACA) commuter rail plan include Cleveland to Mentor and Ashtabula, Cleveland to Solon and Mantua, plus Cleveland to Hudson, Akron and Canton. The latter route, dubbed the CAC Corridor, is the subject of a more detailed study, which is recommending a slate of highway, rail and transit improvements to cope with chronic traffic congestion.

Initially, however, the CAC commuter rail service would begin with five weekday round trips between downtown Cleveland and Bedford, two of which would continue south to near downtown Akron. Buses would link the trains to downtown Akron, Canton, and major employers all along the route. Even with the truncated rail service, startup capital costs would be high — $170 million. First-year ridership is estimated at about 700,000.

For more information on the NOACA study, visit www.noaca.org or for the CAC study, go to www.cac-trans.org on the Web. Or, call NOACA at (216)241-2414.

Alliance station gets $1M

ALLIANCE — U.S. Rep. Ralph Regula (R-16), of Navarre, has secured $1 million in federal funds to help finance the construction of a new transportation center in Alliance.

The new facility would link Amtrak trains, local transit buses, taxis and possibly Greyhound. The total cost of the new transportation center, however, is estimated at nearly $6 million.

The federal funds that Rep. Regula obtained will allow the station project to move forward. The new facility would be located just north of downtown Alliance, on North Union Avenue (State Route 183). Rep. Regula was motivated to seek the funding for the new station after boarding Amtrak's Capitol Limited at the old rundown depot, on Main Street at downtown's east end.

No date has been scheduled for the start of construction of the new transportation center. Detailed engineering and designs can begin, now that at funding for least 20 percent of the project's cost has been identified. Additional federal funding will be sought by Rep. Regula in the Fiscal Year 2003 budget.

The existing Alliance Amtrak "station" sits in an industrial wasteland.
Travel Agent Members

PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

Akron/Stow   Parkside Travel USA    (330) 688-3334    Joel Brown
Alliance     Alliance AAA Travel    (330) 821-2323    (330) 456-6315
Canal Fulton Massillon AAA Travel    (330) 854-6616
Cleveland    Ohio Motor 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
Elyria       Tours & Travel Service, Inc.    (440) 323-5423    (800) 443-7789    Mike McClister
Mansfield    Mansfield Travel Center    (419) 756-8747
Massillon    Massillon AAA Travel    (330) 833-1034    Cheryl Anderson
Piqua        Miami County Auto Club/AAA Travel    (937) 773-3753
Sandusky     Sandusky Travel Service, Inc.    (419) 626-4633
Solon        Astro Amtrak Tours    (440) 519-7331    (800) 759-7404    Roberta Slyker
Troy         Miami County Auto Club/AAA Travel    (937) 339-0112    "Amtrak Al" Mladineo

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.

Directory of the Ohio Association of Railroad Passengers

Toll-free OARP telephone number: 888 / 488-8439
Visit OARP on the web! www.oarprail.org

OARP Regional Co-Ordinators

NORTHEAST REGION
Cleveland    James Stone    216 / 438-5711
Elyria       Phil Copeland    440 / 365-7970
Warren       G. Douglas Hudson    330 / 544-3203
NORTWEST REGION
Toledo       Bill Gill    419 / 536-1924
Lima         Vacant
Mansfield/Galion Vacant
Sandusky     Steve La Conte    419 / 668-6225
SOUTHWEST REGION
Cincinnati    W. Mike Weber    513 / 891-9251
Dayton       Linda Leas    937 / 253-9448
Clermont     Ronald D. Garner    513 / 444-3098
Springfield  Vacant
CENTRAL/ SOUTHEAST
Columbus     Robert Boyce    614 / 486-7038
Delaware     Tom Allen    740 / 369-5804

Officers

PRESIDENT      Bill Hutchison
Westerville 43081
whh12@juno.com
614 / 882-1716

PAST-PRESIDENT Mark Carlson
479 Humiston Drive
Bay Village 44140-3017
mdcarlson@core.com
440 / 331-3161

VICE-PRESIDENT Ken Prendergast
12029 Clifton Blvd #505
Lakewood 44107-2161
kjprendergast@core.com
216 / 529-7677

SECRETARY    Ed D'Amato
2520F Colony Park Place
Stow 44224
edamato@myexcel.com
330 / 688-6521

TREASURER David Shreiner
9705 Township Road 301
Millersburg 44654
doshreiner@valkyrie.net
330 / 276 7201

NORTHEAST REGION
Jim Stone
32638 Haverhill Drive
Paradise OH 44132
JStone@mhbh.com
800 / 488-8439

Updated: Oct. 2000
Join the 3-C, CTC Corridor Campaigns

Be a part of focused campaigns to bring advanced passenger trains to the Cleveland-Columbus-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, 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.

CORRIDOR CAMPAIGN MEMBERSHIP FORM (please photocopy and mail)

Name........................................
Title........................................
Organization..............................
Address......................................
City.....................................State.....ZIP.
Telephone (........)........................
E-mail........................................

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

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+)
Reaching out to the community are some of the duties for Toledo-area OARP members. Robert Gill (above) staffs a booth at a University of Toledo Transportation Summit last October. Regional Coordinator Bill Gill greets a passenger at the Aug. 18, 2001 “Discover Rail Day” excursion from Toledo’s Central Union Plaza to Cleveland aboard Amtrak’s Pennsylvanian.

Calendar of Events/Meetings

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

March 2002

<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>
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</thead>
<tbody>
<tr>
<td>9</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza, Toledo</td>
<td>Bill Gill 419 / 536-1924</td>
</tr>
<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>14</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>23</td>
<td>OARP Membership meeting</td>
<td>8:30 am</td>
<td>Galt House East Hotel; 4th Ave. &amp; River Rd; Louisville KY</td>
<td>Nick Noe <a href="mailto:nicknoe@msn.com">nicknoe@msn.com</a></td>
<td></td>
</tr>
<tr>
<td>22-24</td>
<td>Regional Rail Conference in Louisville, Kentucky. National Association of Railroad Passengers (Region VI meeting)</td>
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See registration information, below, for Regional Rail Conference details.

April 2002

<table>
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<tr>
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<tr>
<td>13</td>
<td>OARP Toledo Local Meeting</td>
<td>10:00 a.m.</td>
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<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>TBA</td>
<td>OARP Board Meeting</td>
<td>9:30 a.m.</td>
<td>TBA</td>
<td>TBA</td>
<td>Bill Hutchison 614 / 882-1716</td>
</tr>
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May 2002

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<td>ORDC 614 / 644-0306</td>
<td></td>
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* approximate. Full Commission meeting follow Committee Meetings
Regional Rail Conference
March 22-24, 2002 — Louisville, Kentucky
National Association of Railroad Passengers Regions V and VI
Ohio Association of Railroad Passengers
Hosted by: Kentucky-Indiana Rail Advocates
www.geocities.com/kentuckyrailtaskforce/narpmeeting

Galt House East Hotel
140 North 4th Avenue
Louisville, Kentucky

The Galt House East Hotel (800) 626-1814, official conference hotel, offers a special NARP room rate at $89 single or double per night (plus tax).

Registration Form
(Please Print)

Name(s) ________________________________________________________________
Address __________________________________________________________________
City __________________ State _______ ZIP ________
Phone (_____) ___________________ Email ________________________________

NARP Registrations $80.00 covers all activities on Friday and Saturday. Hot breakfast, lunch and evening banquet at Galt House East Hotel on Saturday.

Spouse Registration $55.00 covers city tour and shopping trip by chartered motorcoach, hot breakfast and dinner banquet at Galt House East, and lunch at Bucks in Old Louisville Historic District.

Other pricing options are available, see the website (noted above) for full details.

$ _______ Total enclosed — check payable to:
Kentucky-Indiana Rail Advocates
C/O Nick Noe
1195 Priority Place
Indianapolis IN 46227
nicknoe@msn.com

Mode of Arrival ___________________________ Date/Time of Arrival ______________

Schedule of Events
Friday, March 22 — 3:00pm - Registration
Reception, Public Displays, "Passenger Rail for Tomorrow."
Louisville Rail History, Socializing, Entertainment, Hospitality Room

Saturday, March 23 — 7:00 am - Registration, Dixie Breakfast
Session One, “Hot Brown” Luncheon, Session Two (Panel Discussion)
(Becoming Better Advocates, Promoting Passenger Rail to the Masses,
Expanding Rail Corridors, Pooling of Resources Between Groups),
State Association Reports, Election results. Evening Banquet
Optional train ride ($30), Amtrak's Kentucky Cardinal to Scottsburg Indiana with motorcoach transportation back to Louisville

Sunday, March 24 — 9:00 am - Informal Session, Optional Breakfast