COLUMBUS — A new statewide coalition of diverse transportation interests says Ohio’s system of funding transportation fails to address the economic and quality of life demands Ohio faces in this new century. The Ohio Mobility Partners (OMP) is calling for the Ohio General Assembly to appoint and empower a joint legislative task force to study and make recommended solutions for non-highway transportation funding options within the next two-year state budget cycle.

The OMP, comprised of transit, rail, aviation, water, pedestrian and bicycle interests, made that request before the March 4 meeting of the Ohio House Finance Committee as it heard testimony on the state’s Transportation Funding Bill (HB-87). OMP is asking the General Assembly to pass legislation to include the request for the legislative task force as outlined in the Ohio Mobility Agreement. The agreement was ratified March 4 at a special “summit meeting” of over 45 transportation advocacy organizations and interests from across Ohio.

The Ohio Mobility Agreement outlines a transportation policy statement shared by a large and growing number of organizations and others. The agreement and its current (as of March) list of signatories appear on page three.

At an Ohio Statehouse news conference, held after the summit meeting, members of the coalition said they support the proposed six cent per-gallon increase in Ohio’s gasoline tax as necessary to keep Ohio highways and bridges in peak condition and to meet predicted traffic increases.

“But a highways-only transportation policy is no transportation policy at all,” says Stu Nicholas, Administrative Director of the Ohio Association of Railroad Passengers. He said such a policy fails to provide a flexible, affordable and competitive transportation infrastructure with the mobility choices that can better support Ohio’s economic development and quality of life.

Capital City Transit Coalition Executive Director Brian McCann said Ohio legislators “must seek a new revenue stream as a dedicated source of funding for these other modes.”
Passenger trains are all-weather travel, with photographic proof offered here by Amtrak’s Downeaster service literally plowing through the Presidents’ Day storm in New Hampshire at 60 mph. This Portland, ME to Boston train was only five minutes late, while highways and airports were shut down by the two-foot snowfall Feb. 18. Unfortunately, Ohio has few such travel alternatives, which could have been quite useful during the snowy winter from which we have emerged. A new coalition of transportation interests was formed to rectify Ohio’s shortcoming of limited travel choices.

The Pennsylvania – what went wrong?

By Ken Prendergast
OPRN Editor

On Nov. 7, 1998, Amtrak Government & Public Affairs Director Debbie Hare hailed a cab at her downtown Cleveland hotel. She was looking forward to the exciting inaugural festivities surrounding the first day of Amtrak’s Pennsylvania operating west of Pittsburgh to Chicago.

The expanded service offered the first all-daylight train schedules to several Ohio cities, including Cleveland, in more than 20 years. But this service lasted only four years and four months, due to lack of ridership.

Warning signs came on the very first day. From the back seat of the taxi, Mrs. Hare instructed the driver to take her to the Amtrak station.

“Where’s that?” the driver wondered.

Taxi drivers, of course, are supposed to know their way around the towns they serve, to be able to find all the destinations, be they major or obscure. But the Cleveland Amtrak station was apparently too obscure for this cabbie. It wasn’t a good sign.

“Cleveland’s a good-sized city, but it’s not that big,” said Mrs. Hare, a Chicago resident. Indeed, many Greater Clevelanders had no idea that Amtrak trains served their town, and few who did assumed they still served the city in the wee hours.

More bad signs followed. Amtrak hadn’t done any pre-inaugural advertising, and was relying on the news media to do its publicity for it. But since it was a Saturday, local media had reduced staffs on call for the weekend. Despite an Amtrak press release sent to area television stations and newspapers, no media had shown up for the festivities.

At the last minute, Mrs. Hare, looking slightly panicked, asked that I make calls to local newsrooms to see if they were sending reporters. Most weren’t. A local hip-hop radio station and one television reporter attended — that’s it. The Cleveland Plain Dealer had nothing about the new train service, nor did the local news radio stations.

What was easily the biggest development in Ohio’s rail passenger service in years passed by as if it never happened. Aboard the inaugural train, Amtrak Intercity President Lee Bullock said to me that he hoped the Ohio Association of Railroad Passengers would help promote the train. He was aware that the advance reservations for the train were very weak, with no more than 15-30 passengers booked to ride each of the eastbound and westbound trains for the foreseeable future. When another

— See “Coalition” on page three

What’s inside...

- OARP local action
- The Ohio Mobility Agreement
- Train of Thought
- New Ohio timetables
- Annual Meeting info

Ohio Passenger Rail News
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Train of Thought
from Ohio Passenger Rail News
Editor
Kenneth Prendergast

In early 2003, a new coalition formed, called the Ohio Mobility Partners. It’s a diverse group of transportation and land-use interests seeking to create real choices in Ohio’s drive-only transportation system. But some may question why such a coalition is needed. After all, there are choices for getting around, aren’t there? Not if you ask an old communist.

After the breakup of the old Soviet Union in 1990, millions of its residents came to this country in pursuit of the American Dream. Tens of thousands flooded into Northeast Ohio, to settle in its already large Eastern European ethnic community. In an eye-opening series of articles, the Akron Beacon Journal chronicled one immigrant family’s discoveries and struggles in a strange, new country.

A reporter followed the family around. The immigrants went into one of several local supermarkets and stopped cold, staring in bewilderment at a wonderland of choices, be it for soap, frozen food, bread, milk, pet food, steaks and everything else we’ve come to accept as commonplace. They also discovered there was a choice of cable television services, each offering more channels than they could possibly watch. Such choices also applied to banks, insurance, phone companies and so much else.

But amid all the joys of American society, the Russian family found something oddly lacking in The Land of Plenty. “There is no freedom in America without a car,” the father astutely remarked.

He couldn’t make a trip to the grocery store without a car. He couldn’t visit Russian-American cultural services in Cleveland without a car. He couldn’t get to the employment bureau without a car. And, he couldn’t reach many employers without a car. Transportation choices were the only thing he said was better in the old Soviet Union.

His observation is particularly accurate in a state like Ohio, where 98 percent of all transportation spending is devoted to building and maintaining roads. It’s no surprise that a similar percentage of all travel in Ohio is by automobile. You get what you pay for.

Transportation is not subject to the free market. It seems to be a holdover of 19th-century American monopolies, except that, in this case, government policies preserve the transportation monopoly for highways by excluding all other modes of travel. If anything, our transportation system has more in common with the public policies from the old Soviet Union than with America’s consumer-driven economy.

When it comes to non-highway modes like transit, trains, bicycles, pedestrians, waterways and even aviation, many states like Ohio have no clear public policy and
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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.

* Cut here *

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Millersburg OH 44654
OARP helps form new Ohio coalition

“Coalition” from page one —

Ohio’s airports say they are failing to get enough financial support to maintain their facilities, much less make badly needed improvements such as runway expansions, said Ohio Aviation Association spokesman Jeffrey R. Kramer. He said general and commercial aviation put over $22 million in taxes and fees into Ohio’s co- fers every year, but get only $2 million in return from ODOT’s Aviation Division. And when the OAA approached Ohio legislators for $8 million in funding, Mr. Kramer says they were told the time is not right.

Mr. Kramer says that, in this the year of the Centennial of the Wright Brothers’ first flight, “the time is now.”

Water transportation is another concern. Despite the fact that Ohio is the nation’s fourth-largest port of entry, the Ohio Department of Transportation doesn’t even have a water transportation division. Furthermore, millions of dollars worth of planned bicycle and pedestrian facilities remain unfunded. If funding were available for these unmet needs, those facilities would promote healthier lifestyles for Ohioans and for our environment.

OARP’s Mr. Nicholson pointed out that Ohio is also pursuing the possibility of vastly improved and expanded passenger rail services throughout the state. But, development of those plans are hindered by a lack of funding.

“At a time when Ohio’s economy needs the kind of long-term boost that comes with a seamless, integrated transportation system, we’re still trying to answer that need with only asphalt and concrete,” Mr. Nicholson said. “With ODOT predicting a 60 percent increase in truck traffic alone in the next 20 years, even the benefits of the proposed gas tax increase will be cancelled out by the costs of increased wear and tear on our highways. A balanced transportation development and funding system would make our tax dollars go a lot farther.”

Mr. Nicholson says the Ohio Mobility Partners plans to push the agenda outlined in the Ohio Mobility Agreement and will likely hold follow-up meetings for that purpose.

The Ohio Mobility Agreement

We, the undersigned, while keeping Ohio’s roads in good condition, believe that an efficient, seamless system of transportation finance is inadequate to fully meet the mobility and economic demands of Ohio’s future.

While we support the proposed increase in the Ohio Motor Vehicle Fuel tax as a first step in addressing Ohio’s needs, we believe we have an opportunity to do better. By focusing on the gas tax, we risk losing precious dollars needed for other modes of transportation.

Doing so, we recognize, will be a difficult challenge for our state. But our commitment, in various parts of Ohio, to a comprehensive, balanced transportation system is key.

The Ohio Mobility Partners

The following are signatories to the Ohio Mobility Agreement:

- Accessibility/Southeastern Ohio Center Independent Living (SOCIL)
- Central Ohio First Suburbs representing:
  - Bexley, Grandview Heights, Upper Arlington, Worthington, Whitehall
- Capital City Transit Coalition
- Central Ohio Transit Authority
- Central Ohio Bicycle Advocacy Coalition
- EcoCity Cleveland
- Lorain County Port Authority
- Northeast Ohio First Suburbs Consortium representing:
  - Bedford, Bedford Heights, Brook Park, Cleveland Heights, Euclid, Fairview Park, Garfield Heights, Lakewood, Maple Heights, Parma, Shaker Heights, South Euclid, Strongsville, Streetsboro, University Heights, Warrensville Heights, Westlake, Westlake Heights, Westlake Village, Wickliffe, and Willowick
ELYRIA — OARP members in this Lorain County city have stepped up their activities over the years. One area of local involvement has been to promote the redevelopment of the 78-year-old, vacant New York Central depot into a transportation center.

Their efforts were rewarded in late 2002 by the Northeast Ohio Areawide Coordinating Agency (NOACA), which moved up its ranking of the project to the highest level possible for similar projects lacking immediately available public funding. In other words, the depot renovation, expected to cost about $3 million, has met all the criteria necessary to receive federal and state funding, according to NOACA, the region’s metropolitan planning organization.

That’s a credit to OARP’s local efforts in Lorain County, led by the association’s Elyria Coordinator Phil Copeland. He has held numerous local OARP meetings, attended by Elyria Mayor Bill Grace, Lorain County Transit Director Debbie Mohr and other local officials. These meetings focused attention on the need for the depot’s renovation.

“In a year or two we hope that a source of funds will be available,” said Mayor Grace, according to the Lorain Morning Journal.

The renovated depot will not only be a stop for existing and proposed Amtrak services, but for Greyhound buses as well. It will also be a hub for Lorain County Transit Authority buses and serve as the office headquarters for the transit agency. Retail shops, a transportation-related museum and a bicycle path connection are also planned at the downtown Elyria depot.

“This project (the depot) is not only going to be beneficial for Lorain County residents, but for the entire region,” said Ms. Mohr, as quoted in the Elyria Chronicle Telegram. Ms. Mohr serves on the advisory board for OARP’s Cleveland - Toledo - Chicago Corridor Campaign, as does Elyria Planning Director Jon Kiner.

OARP Lorain County local meetings are occasionally held at various locations throughout the county to work on various issues of concern. But most of those efforts in recent years have focused on the depot renovation project. Contact Mr. Copeland at (440) 365-7970 for more information.

At OARP’s request, Lorain County Transit bought the depot in 2000 to preserve it for future use as a transportation center. The transit agency has requested funds from state and federal sources for the depot’s renovation, located at East Avenue and Depot Street.

— See “Elyria” on page eight
OARP members have im
Bacon, Eggs & Rail
Building support over breakfast

By Stu Nicholson
OARP Administrative Director

The coffee was hot and the conversation was about how to generate more interest in passenger rail, local mass transit and the impact of highway congestion. Six of us came together over breakfast at a downtown restaurant that early morning over two years ago.

We represented OARP, the Central Ohio Transit Authority and the Columbus City Council, but it was soon realized we were “preaching to the choir”. All of us favored rail and other modes as an answer to increasing highway congestion but, to advance the issue, we knew we needed to broaden our group.

The coffee is still hot, and the buffet of bacon, eggs, potatoes and orange juice now draws anywhere from 60 to over 70 local leaders per meeting. They represent a remarkable cross-section. Of course, there are transit professionals and passenger rail advocates, but also government leaders, regional planning officials, transportation engineers, chamber of commerce officials, logistics experts, several state representatives, heavy construction contractors, Ohio Department of Transportation (ODOT) officials and even an airport director and a landscape designer.

It is that intermodal membership that makes this bi-monthly forum work and grow. No one is excluded and all transportation issues are on the table. This is one major reason why the meeting turnouts have grown, as has the e-mail list that is used for meeting notices, now numbering over 300. This growth is also the result of making sure the topics are fresh and bring useful, updated information.

Subjects have included:
- The Ohio Rail Development Commission’s Cleveland Hub Study and regional
- The Central Ohio Transit Authority (COTA) plans and proposed levy for light rail development.

Typically, the meetings begin early in the morning and rarely run past 9 a.m. in order to allow everyone to get back to their jobs. That makes a relatively tight agenda a necessity, although each meeting will cover at least two to three topics as well as brief updates on projects or events. It takes some organizing, but we have maintained a small, core group of people to plan the meetings, invite speakers, arrange the food

The monthly Columbus Rail Breakfasts have become quite popular, and serve as a venue for information sharing and coordination among multiple transportation interests, not just those seeking intercity and light rail development. OARP was a key founder of the rail breakfasts. In September 2002, Columbus City Councilman Richard Sensenbrenner addresses the breakfast gathering.
The Central Ohio Transit Authority's (COTA) plans and proposed levy for light rail and expanded bus service;
- Service and facility expansion plans for Port Columbus International Airport;
- ODOT forecasts for increased freight traffic and its impact on Ohio roadways;
- ODOT highway project updates and what is being done to mitigate construction-related congestion (including state-financed, temporary COTA Express bus service);
- The formation and activities of the Capital City Transit Coalition;
- Updates on construction of COTA's new downtown Arena Terminal;
- City of Columbus traffic congestion studies;

Whether it's known as either the Central Ohio Rail Breakfast or by its nickname of "Bacon, Eggs & Rail", it has accomplished the opening of communications between advocates and practitioners of virtually all modes. It has also become a significant opportunity for transportation professionals to network and prospect for new business. One rail breakfast meeting served as fund-raiser for the political action committee for the upcoming COTA levy, drawing over 80 attendees.

If you would like to know more about organizing a rail breakfast for your area, call or e-mail OARP Administrative Director Stu Nicholson at (614) 262-2418 or footestu@columbus.rr.com on the Internet.

Making contact/staying informed

"The Red Door" OARP group meets monthly

Meeting at a tavern on a Saturday morning sounds like getting Saturday night underway a little too early, but the fare is coffee (not beer) and bacon and eggs (not beer nuts). For several years, OARP's Columbus Chapter has met at Grandview's Red Door Tavern, which is actually also a very good "comfort food" restaurant. But the purpose isn't to load up on caffeine and calories. This group of usually 20 to 25 members meets to stay informed.

Organized by OARP Central Ohio Regional Coordinator Bob Boyce, the gathering hosts key speakers not only about passenger rail, but other transportation issues as well. Recent meetings have had two board members of the Central Ohio Transit Authority (COTA) to speak about COTA's plans for light rail and expanded bus service. Another featured the Vice President of Marketing for Buckeye Steel Corporation (prior to its recent sale and reorganization), who spoke of the company's history and the state of the railroad manufacturing industry.

Brian Williams, the transportation and development reporter for the Columbus Dispatch, recently spoke of his observations about local transportation issues: light rail, intercity passenger rail, highway construction and how all of this impacts development of business, jobs and the economy. Mr. Williams is probably one of the most knowledgeable reporters in Central Ohio about these issues.

Politics is also a concern of the group, since elected decision-makers often have the most direct impact on transportation policy locally and statewide. Recent speakers have included Columbus City Council members Rich Sensenbrenner and Maryellen O'Shaughnessy (both strong supporters of both local transit and intercity passenger rail service). A future invitee is newly-appointed State Senator Steve Stivers of Ohio's 16th District. Sen. Stivers was named to replace Sen. Priscilla Mead, also a strong supporter of rail issues, who decided to step down from her seat in the Ohio Senate.

Meetings like this serve two purposes. One is to keep local OARP members and others informed about what's going on in transportation. The other, and perhaps most important, is to let local leaders know that these issues are important and deserve their attention.
In Toledo

Locals making tracks to the future

Toledoans are organizing local support

By Bill Gill
OARP Toledo-area Regional Coordinator

OARP members in Toledo continue to support and promote existing passenger rail services and work cooperatively with like-minded individuals and groups to build a new vision — to dream a better dream. We believe Toledo and Northern Ohio deserves no less.

A troubling question came up soon after I became coordinator: “Where is the depot?” I fielded this question from numerous sources among the general public and from local businesses. Another question at the time came from an Amtrak marketing person (not in Toledo) who asked “Toledo? How do you spell that?” I knew there needed to be some sort of educational effort here.

In an effort to “tell the story” about Amtrak train services, OARP’s Toledo-area members organized several committees and activities. We decided on regularly scheduled and advertised meetings at the Toledo station, giving us a chance to touch base on important issues, hear speakers, report on trips, services, share results of small group projects, etc. We were able to use a “class room” located near the station’s public waiting area. Local Amtrak officials were helpful and accommodating.

One of the first major projects was to plan an excursion to Cleveland, designed to demonstrate existing Amtrak services, to attract some folks who had never before traveled by train. We thought we might get 50-60 people interested. Our trip coordinator, Norma Mihailoff, nearly lost her sanity as the phone rang off the hook. We ultimately had to schedule two trips and still had a waiting list! People discovered where to find Amtrak trains and where they went. The project was extremely successful.

This event, along with many others, happened with help from many OARP members and support from other groups. This brings up another important aspect of our planning — networking and coalition building.

The Toledo Metropolitan Area Council of Governments (TMACOG), the Toledo Lucas County Port Authority and the Northwest Ohio Passenger Rail Association (NOPRA) are among the organizations which have been most helpful in arranging printing, marketing and financial assistance, offering facilities at Central Union Plaza, hosting local and state meetings, etc.

In turn, OARP participates in the TMACOG Passenger Rail Committee, helping to...

- Political Action — Lloyd Hill inspired us in organizing letter writing/e-mails/calls regarding important legislation, etc.;
- Promotion, Marketing, PR — Letters to newspapers, appearances on radio programs, display and distribution of OARP literature;
- Local transit — Research by Mark Buckley led us to work with agencies including TMACOG, University of Toledo, the Toledo Area Regional Transit Authority (TARTA). We are developing strategies to solve traffic congestion, urban sprawl, pollution and other environmental concerns. Commuter and light-rail services could provide answers;...
New committee spurred by partnership

A passenger rail committee, under the umbrella of the Toledo Metropolitan Area Council of Governments (TMACOG — the local metropolitan planning organization), was recently begun at the behest of James Hartung, executive director of the Toledo-Lucas County Port Authority, an OARP member organization.

The first meeting of this committee was held in January 2002. There was an impressive turnout at this gathering, with representatives from Amtrak, OARP, Toledo Area Chamber of Commerce, Toledo Area Regional Transit Authority, and county governments, economic development agencies, business and industry of Northwest Ohio and Southeast Michigan.

Mr. Hartung, TMACOG’s transportation planning coordinator, provides leadership for the committee. An Amtrak team is also bringing its expertise to the table.

In turn, OARP participates in the TMACOG Passenger Rail Committee, helping to produce an important position paper, a resolution and encouraging municipalities and councils in the area to endorse these efforts. We have helped to plan and participate in a Transportation Summit and a “Rail Day” as part of a citywide celebration of alternate modes of transportation (May 12-17). The committee setting allows us to share concerns and news of OARP, and develop mutually helpful relationships with the organizations represented there.

Working locally helps to focus OARP’s efforts. Such efforts include:

- Station displays — OARP has received permission to mount displays, many by our resident artist, Jim Parsons, as well as of the Ohio Corridor Campaigns and the National Association of Railroad Passengers;
- Station Greeters - Under the guidance of Dick and Betty Kemp, this was one of our first activities and one which will increase when train schedules permit. Members offer literature and refreshments prior to train times and engage interested and willing passengers in discussions about passenger rail possibilities, signing petitions and enlisting new members.

In addition to the above, future plans include locally coordinated train trips to New Orleans and, if schedules permit, possible day trips to Chicago, Pittsburgh and Cleveland. We hope to organize some social activities for OARP members, and we will continue to expand our efforts to educate the public, as well as local business people and elected officials on the importance of a national passenger rail system.
**President’s Column**

**Recent successes, maintaining momentum**

By Ed D’Amato
OARP President

OARP has achieved two great successes in recent months. First, we played a formative role in drafting the American Passenger Rail Agreement which was finalized in January. Since then, we have been actively distributing the document to organizations throughout the state and gathering support for it. This agreement will be very important for showing Congress that there is widespread and unified support for constructive reform of America’s passenger rail policy.

Second, we played a formative role in planning the Ohio Mobility Summit which was held on March 4, 2003 in Columbus. With the help of the Mid Ohio Regional Planning Commission and others, we succeeded in bringing together a large and diverse array of organizations who are interested in helping Ohio build a more equitable transportation system.

All on the same day, the newly formed coalition finalized the Ohio Mobility Agreement, publically announced it at a press conference, and explained to Ohio lawmakers at a legislative hearing why this is an important issue worthy of their attention and consideration.

OARP continues to distribute both agreements around the state and find new signatories. The number and diversity of organizations that have signed on to the agreements shows that we have had the right message all along. We have consistently said that we need a transportation policy that levels the playing field for all forms of transportation.

The formative role that OARP has played in drafting the agreements and organizing support for them also shows that we have become a recognized and respected leader in intercity passenger rail and balanced transportation issues.

We still have a lot of difficult work ahead of us, but it is clear now that we are making progress. Many organizations around the state who recognize the need for a balanced transportation system in Ohio are no longer isolated. We finally have a common and collective voice.

Our challenge now will be to keep up the momentum and prepare for any opposition that may arise. OARP has found a lot of new allies, so I believe that we can do it.

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**The Pennsylvanian – what went wrong?**

"Pennsylvanian" from page one — Amtrak officials were asked why they hadn’t done more marketing, he replied that “people will find the trains.”

OARP sent out press releases during the holidays, noting when camera crews could monitor the rail side of the travel rush to grandma’s house. Holiday travel temporarily put passengers in the Pennsylvanian's seats, but the ridership slipped back again afterwards.

OARP also participated in a series of meetings in Columbus at the request of the Ohio Rail Development Program to discuss service to Ohio, they considered the Pennsylvanian incapable of meeting their time-sensitive travel needs. I had heard from too many of these people that they would never ride again, citing some pretty awful horror stories.

OARP did its level best to promote the service. Toledo and Elyria OARP advocates coordinated multiple travel events to promote the Pennsylvanian, resulting in tremendous, short-term ridership responses. Some, however, never got the message. A few riders responded to the offer, but not many if this was to be continued.

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**Campaign update**

By Ken Prendergast
Director, Ohio Corridors Campaign

I'm pleased to announce that the Ohio Corridors Campaign, a special project of OARP, has received a $7,200 grant from the George Gund Foundation of Cleveland. This generous grant will be used to analyze and research the impacts on proposed rail passenger services and commercial aviation in and near Ohio by linking these two modes wherever possible.

Motivation for pursuing this research project was due to the progress of the Ohio Rail Development Commission’s (ORDC) Cleveland Hub Study. ORDC’s study, to be completed this summer, is looking at ridership and costs associated with a four-route rail passenger system focused on Cleveland. The endpoints of this proposed system are Cincinnati, Detroit, Pittsburgh and Toronto. A previous study called the Midwest Regional Rail Initiative focused on Chicago-based rail routes and developed data for the Cleveland - Toledo - Chicago Corridor.

All of those rail corridors pass near commercial passenger airports. No airport is closer to those rail corridors than Cleveland Hopkins International Airport, offering a great opportunity for a convenient aviation interface with the Cleveland Hub. But, it’s not the only one.

Therefore, the Corridor Campaign’s analysis will do the following:

- Identify potential airport - intercity rail linkages;
- Refine and update model data of air travelers who might choose rail;
- Quantify current and planned airport expansion projects at relevant commercial airports, including current/planned public expenditures;
- Quantify the number of commercial flights and ridership on those at each airport in Ohio and adjoining states that serve markets of less than 400 miles;
- Note which commercial aviation markets parallel successful rail ridership.
OARP also participated in a series of meetings in 1999 between Amtrak, the Ohio Rail Development Commission (ORDC) and others to look at innovative marketing ideas for the Pennsylvanian. Tom O’Leary, then-ORDC executive director, offered to provide marketing to find new riders. Many of the marketing efforts realized and were abandoned, largely due to a lack of shared marketing effort.

Amtrak did attempt one noble marketing effort, but its eventual outcome was far from desired. An Amtrak marketing representative proposed advertising its rail services on a billboard along the Shoreway highway, near the Cleveland Amtrak station.

But her sound idea was mutated by other Amtrak officials into a bizarre concept to paint the railroad’s toll-free phone number on the roof of the Amtrak station. The rationale was to encourage the return of the Cleveland Browns in late-1999 to the stadium (close to the train station), the usual television cameras aboard blimps circling above the football games would certainly catch a glimpse of the toll-free number. They didn’t.

Being an avid Browns fan and a rail advocate, I went out of my way to look for the toll-free number. It was rarely included in the brief shots from blimps, and when it was, the numbers were too small to be read from so high up. Worse, the phone number had no business name next to it, so no one would know what the number was for. If a taxi driver didn’t know where the Amtrak station was, how was the average Clevelander to know what they were looking at?

There was a bright spot emerging, however. In early 1999, Rick Harnish of the Midwest High Speed Rail Coalition noticed that ridership on the Pennsylvanian was starting to build. Apparently, people were starting to find the service, as Amtrak had hoped.

That changed in the summer of 1999. Conrail, which owned the tracks over which the Pennsylvanian operated, was purchased and divided up among Norfolk Southern and CSX Transportation. Freight rail traffic in the region suffered a major meltdown, as operating crews became confused as to which freight trains went where. Main rail lines, including those used by Amtrak, became clogged with stopped freight trains awaiting delayed re-crew assignments.

The on-time Pennsylvanian quickly became totally unreliable, arriving and departing enroute cities many hours late. Ridership sank and never recovered. For the next two years, Amtrak became the last second-class carrier on the route, providing service only to Cleveland, Buffalo and New York City. The much-touted Pennsylvanian, once a link between the East and West Coasts, survived only as a Washington, DC, service.

Amtrak seemed to assume its Ohio market was rail savvy, like those on the East Coast, West Coast, or in Chicago. Clearly, it wasn’t, and still isn’t. If Amtrak wants to expand service to Ohio’s populous travel corridors, it’s going to have to do a much better job in communicating its very existence, let alone that its specific services are to be considered by travelers among their primary travel choices. Now that Ohio has lost its only all-daytime rail passenger service, that job is made much more difficult.
NEW TIMETABLES FOR OHIO'S AMTRAK TRAINS

Amtrak's new train schedules, effective April 28, are a mixed bag for Ohio's hardy rail travelers. Among the beneficiaries of those changes will be travelers in Toledo, Youngstown and Akron. Meanwhile, losers will be those in Cleveland and, especially, Elyria.

As promised, Amtrak pledged to make its schedules in Toledo more favorable, following the Feb. 9 loss of the Pennsylvania daylight service. Amtrak's schedule improvements come mainly from its rescheduling of the Capitol Limited, trains #29/30. This train will make more stops in Ohio, while the Lake Shore Limited, trains #48/49, will make less.

Elyria, which was served by both the Lake Shore Limited and Capitol Limited prior to April 28, will be served by only the latter service. In other words, Elyria, which had six daily Amtrak trains as recently as early February, will now be served by only two. OARP has protested this change to Amtrak.

For Akron and Youngstown travelers, they will benefit from an earlier schedule for the westbound Three Rivers, train #41, from New York City and Philadelphia. No changes were made to the thrice-weekly Cardinal, which serves Cincinnati and a number of towns along the Ohio River.

Mark Carlson charts

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<tr>
<td>9:27 P</td>
<td>dp Dyer, IN</td>
<td>dp 9:23 A</td>
</tr>
<tr>
<td>10:11 P</td>
<td>dp Rensselaer, IN</td>
<td>dp 8:40 A</td>
</tr>
<tr>
<td>11:13 P</td>
<td>dp Lafayette, IN</td>
<td>dp 7:42 A</td>
</tr>
<tr>
<td>11:46 P</td>
<td>dp Crawfordsville, IN</td>
<td>ar 7:00 A</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Train 30</th>
<th>Capitol Limited</th>
<th>Train 29</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>Capitol Limited</td>
<td>Train 29</td>
</tr>
<tr>
<td>5:35 P</td>
<td>dp Chicago, IL-Union Sta.</td>
<td>ar 10:53 A</td>
</tr>
<tr>
<td>6:01 P</td>
<td>dp Hammond-Whiting, IN</td>
<td>dp 9:46AN</td>
</tr>
<tr>
<td>7:03 P</td>
<td>dp South Bend, IN</td>
<td>dp 8:43 A</td>
</tr>
<tr>
<td>7:24 P</td>
<td>dp Elkhart, IN</td>
<td>dp 8:22AN</td>
</tr>
<tr>
<td>8:17 P</td>
<td>dp Waterloo, IN (Ft. Wayne)</td>
<td>dp 7:33 A</td>
</tr>
<tr>
<td>8:42 P</td>
<td>dp Bryan, OH</td>
<td>dp 8:05AN</td>
</tr>
<tr>
<td>10:45 P</td>
<td>ar Toledo, OH</td>
<td>dp 7:01 A</td>
</tr>
<tr>
<td>11:00 P</td>
<td>dp ar 6:51 A</td>
<td></td>
</tr>
<tr>
<td>11:50 P</td>
<td>dp Sandusky, OH</td>
<td>dp 5:42AN</td>
</tr>
<tr>
<td>12:25 A</td>
<td>dp Elyria, OH</td>
<td>dp 5:09 A</td>
</tr>
<tr>
<td>12:51 A</td>
<td>ar Cleveland, OH</td>
<td>dp 4:39 A</td>
</tr>
<tr>
<td>1:00 A</td>
<td>dp ar 4:27 A</td>
<td></td>
</tr>
<tr>
<td>2:09 A</td>
<td>dp Alliance, OH (Canton)</td>
<td>dp 3:26 A</td>
</tr>
<tr>
<td>4:14 A</td>
<td>ar Pittsburgh, PA</td>
<td>dp 1:40 A</td>
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<tr>
<td>4:35 A</td>
<td>dp ar 1:06 A</td>
<td></td>
</tr>
<tr>
<td>6:14 A</td>
<td>dp Connellsville, PA</td>
<td>dp 11:05 P</td>
</tr>
<tr>
<td>8:42 A</td>
<td>dp Cumberland, MD</td>
<td>dp 8:31 P</td>
</tr>
<tr>
<td>10:10 A</td>
<td>dp Martinsburg, WV</td>
<td>dp 7:00 P</td>
</tr>
<tr>
<td>10:35 A</td>
<td>dp Harper's Ferry, WV</td>
<td>dp 6:30 P</td>
</tr>
<tr>
<td>11:20 A</td>
<td>dp Rockville, MD</td>
<td>dp 5:44 P</td>
</tr>
<tr>
<td>11:40 A</td>
<td>dp Hickory, PA</td>
<td>dp 4:31 P</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Train 40</th>
<th>Three Rivers</th>
<th>Train 41</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:30 P</td>
<td>dp Chicago, IL-Union Sta.</td>
<td>ar 7:45 A</td>
</tr>
<tr>
<td>10:59 P</td>
<td>dp Hammond-Whiting, IN</td>
<td>dp 6:10 A</td>
</tr>
<tr>
<td>12:23 A</td>
<td>dp Nappanee, IN</td>
<td>dp 4:29 A</td>
</tr>
<tr>
<td>4:05 A</td>
<td>dp Fostoria, OH</td>
<td>dp 3:05 A</td>
</tr>
<tr>
<td>6:00 A</td>
<td>dp Akron, OH</td>
<td>dp 1:19 A</td>
</tr>
<tr>
<td>7:10 A</td>
<td>dp Youngstown, OH</td>
<td>dp 12:18 A</td>
</tr>
<tr>
<td>9:30 A</td>
<td>ar Pittsburgh, PA</td>
<td>dp 10:30 P</td>
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<tr>
<td>10:00 P</td>
<td>dp</td>
<td>ar 10:00 P</td>
</tr>
<tr>
<td>10:43 A</td>
<td>dp Greensburg, PA</td>
<td>dp 8:58 P</td>
</tr>
<tr>
<td>10:54 A</td>
<td>dp Latrobe, PA</td>
<td>dp 8:46 P</td>
</tr>
<tr>
<td>11:37 A</td>
<td>dp Johnstown, PA</td>
<td>dp 8:05 P</td>
</tr>
<tr>
<td>12:38 P</td>
<td>dp Altoona, PA</td>
<td>dp 7:05 P</td>
</tr>
<tr>
<td>1:20 P</td>
<td>dp Huntington, PA</td>
<td>dp 6:20 P</td>
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<td>1:59 P</td>
<td>dp Lewiston, PA</td>
<td>dp 5:41 P</td>
</tr>
<tr>
<td>4:00 P</td>
<td>ar Harrisburg, PA</td>
<td>dp 4:35 P</td>
</tr>
<tr>
<td>4:35 P</td>
<td>dp Lancaster, PA</td>
<td>dp 3:54 P</td>
</tr>
<tr>
<td>5:29 P</td>
<td>dp Paoli, PA</td>
<td>dp 2:54 P</td>
</tr>
<tr>
<td>6:57 P</td>
<td>dp Trenton, NJ</td>
<td>dp 1:20 P</td>
</tr>
<tr>
<td>7:41 P</td>
<td>dp Newark, NJ</td>
<td>dp 12:35 P</td>
</tr>
<tr>
<td>8:04 P</td>
<td>ar New York, NY-Penn Sta.</td>
<td>dp 12:15 P</td>
</tr>
</tbody>
</table>

Timetables are subject to change, contact Amtrak at (800) USA-RAIL.

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

Circle the campaign or campaigns and check the membership level(s) you are joining:

<table>
<thead>
<tr>
<th>3-C Corridor Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associate ($50-99)</td>
</tr>
<tr>
<td>Benefactor ($100-249)</td>
</tr>
<tr>
<td>Advocate ($250-499)</td>
</tr>
<tr>
<td>Patron ($500-999)</td>
</tr>
<tr>
<td>Leader ($1,000-4,999)</td>
</tr>
<tr>
<td>Campaign Partner ($5,000+)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CTC Corridor Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associate ($50-99)</td>
</tr>
<tr>
<td>Benefactor ($100-249)</td>
</tr>
<tr>
<td>Advocate ($250-499)</td>
</tr>
<tr>
<td>Patron ($500-999)</td>
</tr>
<tr>
<td>Leader ($1,000-4,999)</td>
</tr>
<tr>
<td>Campaign Partner ($5,000+)</td>
</tr>
</tbody>
</table>
Elyria depot restoration, OARP moves forward

“Elyria” from page three —

study, conducted in 2002 by Second Generation Properties of Cleveland, showed the depot to be structurally sound.

But the Elyria depot renovation isn’t the only project that OARP’s local efforts have successfully undertaken. Lorain County’s OARP residents have organized rail travel-awareness trips from Elyria to Cleveland and Pittsburgh. They have helped with the maintenance of the existing Elyria Amtrak station by doing some much-needed painting and landscaping.

Local members, as well as the OARP Board of Directors, will also be busy in a new fight to keep Elyria’s four Amtrak trains serving that city (see “New timetables for Ohio’s Amtrak trains,” on page seven for details).

And, for long-term efforts, the local group does an excellent job keeping passenger rail issues, including proposed commuter rail service from Lorain to Cleveland, in the minds of elected officials in Lorain County.

Ken Prendergast photo

OARP members made landscaping improvements to the Elyria Amtrak station, days before the Pennsylvanian was extended in November, 1998.

Travel Alert

1-2-Free OR 25% Off When Your Ride Solo

Is the best part catching up with friends or the money you’ll save?

For a limited time, when one person buys a full fare ticket, a second person pays half price and a third is free. Purchase your ticket by April 30th and travel through August 28.

Use discount code H270 when prompted by the reservations system.

Some restrictions apply.

Traveling solo? You’re still in luck! You get 25% off when you use discount code H305. Some restrictions apply.

This is not a paid Amtrak advertisement, but is presented here as an illustrative informational resource provided as a courtesy to our members.

Calendar of Events/Meetings

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

April 2003

<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>12</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>12</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>26</td>
<td>OARP Board of Directors Mtg.</td>
<td>10:00 a.m.</td>
<td>Upper Arlington Public Library, 2800 Tremont Rd, Columbus Ed D'Amato</td>
<td>330/256-7218</td>
<td></td>
</tr>
</tbody>
</table>
### May 2003

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone num</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3</td>
<td>NARP Board of Directors Meeting</td>
<td>10:00 a.m.</td>
<td>Holiday Inn on the Hill, New Jersey Ave., Washington DC</td>
<td>Toledo Amtrak Station, Central Union Plaza, Toledo</td>
<td>Bill Gill 419 / 536-1924</td>
</tr>
<tr>
<td>3</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor, Columbus</td>
<td>Central Union Plaza, Toledo</td>
<td>ORDC 614 / 644-0306</td>
</tr>
<tr>
<td>8</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor, Columbus</td>
<td>Columbus Meeting of Directors, Central Union Plaza, Columbus</td>
<td>ORDC 614 / 644-0306</td>
</tr>
<tr>
<td>10</td>
<td>ORDC — Full Commission</td>
<td>* 10:45 a.m.</td>
<td>Full Commission meeting follow Committee Meetings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>OARP Annual Meeting</td>
<td>10:00 a.m.</td>
<td>Upper Arlington Public Library, 2800 Tremont Rd, Columbus</td>
<td>Larry Robertson 614 / 459-0356</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Columbus Local Meeting</td>
<td>9:00 a.m.</td>
<td>Red Door Tavern 1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7036</td>
<td></td>
</tr>
</tbody>
</table>

### June 2003

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone num</th>
</tr>
</thead>
<tbody>
<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, Central Union Plaza, Toledo</td>
<td>Bob Boyce 614 / 486-7036</td>
</tr>
<tr>
<td>14</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### 2003 OARP Annual Meeting

**Sat., May 10 - Upper Arlington Public Library**

**Speakers and agenda**

Bruce Sleeper, former board member of the Northern New England Passenger Rail Authority, will discuss the efforts which led to establishing Portland-Boston service, the economic impact of Amtrak's Downeaster and the prospects for expansion of service. These can be lessons for Ohio.

Brian Rosenwald, Amtrak's Superintendent of Passenger Services, will discuss service changes in Ohio, working with Ohio on corridor plans, Amtrak's budget limitations and funding situation.

**Lunch** at the Old Bag of Nails restaurant, located next to the Upper Arlington Public Library.

**OARP business** - Proposal to amend the OARP by-laws, certification of election, ratify appointment to vacant board position, other news.

---

### Annual Meeting Registration Form

(Please Print)

<table>
<thead>
<tr>
<th>Name(s)</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>ZIP</th>
</tr>
</thead>
</table>

Phone(__________)

Email(__________)

Please pre-register by May 3!

___Half-day program: $15 includes continental breakfast and morning session only.

___Full-day program: $25 includes continental breakfast, both sessions and lunch.

$____ total enclosed. Make your check or money order payable to:

OARP
P.O. Box 163274
Columbus OH 43216-3274

---

From Northwest Ohio:
- U.S. 23 south to I-270 (Northside/Columbus),
- I-270 west to S.R. 315 south (exit 22)
- S.R. 315 north to West Lane Ave. Turn left (west)

Continued in box and local map below...

From Northeast Ohio:
- I-71 South to I-270 West (exit 119B)
- I-270 West to S.R. 315 South (exit 22)
- S.R. 315 South to West Lane Rd. Turn right

Continued in box and local map below...

From West Ohio:
- I-70 east to I-670 north (exit 96)
- I-670 north to S.R. 315 north (exit 2B)
- S.R. 315 north to West Lane Ave. Turn left (west)

Continued in box and local map below...

From Southwest Ohio:
- SR 33 or SR 23 to I-270
- I-270 west to I-71 north (exit 55)
- I-71 north to S.R. 315
- S.R. 315 north to West Lane Ave. Turn left (west)

Continued in box and local map below...

From Southeast Ohio:
- I-70 west to S.R. 315 north (exit 99C)
- S.R. 315 north to West Lane Ave. Turn left (west)

Continued in box and local map below...

From East Ohio:
- I-70 west to S.R. 315 north (exit 99C)
- S.R. 315 north to West Lane Ave. Turn left (west)

Continued in box and local map below...

From S.R. 315 and West Lane Avenue:
West Lane Ave. west to Tremont Road. Turn right taking the right fork on Tremont Rd. The Upper Arlington Library is on your right a few blocks north of West Lane Ave.