Progress coming in small steps

By Ken Prendergast
Director, Ohio Corridors Campaign

In this state, and with public funding for rail improvements so limited, OARP is advocating small steps to reach its broader goal of expanded rail passenger services. Like laying a foundation for a new home, gathering bricks and mortar isn’t sexy, but they’re absolutely necessary to build on.

This strategy is having immediate benefits, as measured by new jobs, improved safety and, in applicable cases, better service for travelers. The strategy is being pursued by local, state and federal officials, and is often done with emerging plans for passenger rail in mind. Consider that:

- Dozens of Ohio grade-crossing separation projects, costing $200 million total ($140 million of which are on the four Cleveland Hub System routes), are receiving local, state and federal funding — more than in any other state;
- Major station renovation or construction projects are underway or about to begin in Columbus, Elyria, Galion, Lima and others, with the restoration of passenger rail a key goal of those projects;
- Railway infrastructure preservation efforts are underway in several parts of the state that would greatly benefit commuter rail and high-speed rail services, with one of the most substantial being sought by the Central Ohio Transit Authority (COTA) to acquire the CSX mainline between Columbus and Galion (see “Central Ohio light rail to have weighty impact on the region” on page three).

A good example of where a mix of efforts are coming together is along the rail corridor between Cleveland and Toledo, and OARP has been an instigator of several projects in that corridor.

One of the most positive, recent developments was the April restoration of station stops by Amtrak’s Lake Shore Limited at Elyria and Sandusky. OARP and U.S. Rep. Sherrod Brown (D-13) pushed for the restoration. Without it, renovating an old New York Central station in Elyria would be harder to justify (even though Elyria’s “Amshack” continued to be served by Amtrak’s Capitol Limited).

Also in April, Rep. Brown announced he got his House of Representatives counterparts to include $2 million for renovating Elyria’s New York Central station in the pend-
Investing in rail infrastructure, necessary for operating fast passenger trains, is occurring throughout Ohio. While hundreds of millions of dollars in public and private funding is benefitting mostly the freight railroads, due to a lack of passenger rail service in Ohio, these investments are removing barriers for the development of modern, comfortable passenger trains. In Berea, southwest of Cleveland, a CSX freight train speeds across the Bagley Road overpass, still under construction in May 2004, on the Cleveland - Columbus - Dayton - Cincinnati main line.

Rail news from Washington is mixed

A variety of public policy developments have been coming out of Washington D.C. in recent months. Some of it has been positive for rail passenger service, while other developments have proved disappointing.

Efforts to get a high-speed rail bonding provision included in the reauthorization of the six-year, federal surface transportation spending bill came up short this spring. Backers of two different high-speed rail funding proposals, pending in the U.S. Senate, could not come to an agreement on how to unite those proposals into a single package for inclusion in the overall transportation bill. There was no complementary high-speed rail proposal pending in the U.S. House of Representatives.

One version of how to fund high-speed rail, introduced in the Senate by Sen. Ernest Hollings (D-S.C.), would provide $30 billion for high-speed rail development. The other, introduced by Sen. Kay Bailey Hutchison (R-Texas), would make $48 billion available for high-speed rail and other railroad projects. Hutchison’s proposal also would have authorized $2 billion a year over six years for Amtrak — the same level at which Amtrak has been authorized to receive in recent years but actual federal funding has been much less.

Since no agreement between backers of the two proposals could be reached by the 11th hour, the Senate passed a $318 billion surface transportation reauthorization without the high-speed rail component. Later, the U.S. House passed a $275 billion surface transportation bill, again without a provision for funding high-speed rail.

Both the Senate and House versions are much higher than the Bush Administration’s $256 billion six-year transportation bill. The Bush Administration pledges to veto any transportation bill from Congress that comes in higher than its own version, citing other budgetary priorities and that the $256 billion it wants is still 21 percent higher than the spending levels in the previous, six-year transportation program.

Rail advocates aren’t about to give up. In fact, we’re redoubling our efforts. The Ohio Corridors Campaign is participating in a new Rail Infrastructure Coalition organized by the Railway Supply Institute. For the first time, rail interests representing major freight railroads, Amtrak, equipment manufacturers, passenger advocacy associations, labor unions, environmental groups and political leaders have joined forces on a national level, through the new coalition. The goal is to get a dedicated federal funding source for rail infrastructure approved by Congress as soon as possible.

One funding opportunity for rail, a provision called “Build America Bonds,” was included in the Senate version of the surface transportation bill. Sponsored by the American Association of State, Highway and Transportation Officials (AASHTO), Build America Bonds could be used for highways, transit, rail and intermodal (projects that link at least two modes of transportation).

However, only a mechanism for issuing the tax-credit...
Train of Thought

from Ohio Passenger Rail News Editor
Kenneth Prendergast

In April, the Bush Administration sent out feelers to the states and groups of states, asking which ones would be interested in bidding out and overseeing privately run passenger rail services. Republican President Bush and his U.S. Department of Transportation Secretary Norman Mineta, a Democrat, said they want to find out which states are “best positioned” to press ahead in privatizing passenger rail.

My sense, which in this case is somewhere between hope and a prediction, is that the answer to the feds’ bipartisan query will be “zero.”

I don’t doubt that most, if not all states which sponsor rail passenger service, are interested in bidding out their state-supported services. Many are frustrated with Amtrak and the quality of passenger service it has provided to their citizenry and visitors. They’d like a real choice of potential service providers. Those states will probably respond with interest—which essentially will be meaningless until some bigger policy changes are made.

In recent years, suitors have come calling to states from sea to shining sea, with tempting offers that they can do it better than Amtrak. But, when the chips are down and states put service contracts up for bid, Amtrak has either been the lowest bidder—or simply the only bidder.

OARP said competitive bidding is needed, per our 2002 report “The 21st Century Unlimited,” outlining a vision for passenger rail in America. But, to make bidding competitive, some of the benefits Amtrak enjoys have to extend to competing operations. They include Amtrak’s access rights to private rights of way, a cap on liability claims, and making all Amtrak operating subsidies and facilities available to other passenger carriers. Plus, freight railroads need tax incentives to accept more passenger trains or to operate the trains themselves.

However, giving Amtrak some competition was a relatively small component of our overall policy document. Many more changes in federal policies toward rail are needed to put it on par with policies addressing other modes of travel. Most important is a large and long-term capital improvement fund for passenger rail service, with the federal government supplying 80 percent of the funding. Passenger rail can’t become a serious player when rail infrastructure is clogged with freight trains and passenger train speeds are restricted to less than 80 mph.

OARP has joined with fellow passenger advocacy groups, rail industry associations, organized labor, environmental interests and governments (including states) to get legislation passed in Congress to create such a federal capital improvement fund. The latest attempt to include it in the reauthorization of the six-year federal surface trans-
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Ohio Association of Railroad Passengers
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Central Ohio light rail to have weighty impact on the region

COLUMBUS — It’s not far-fetched to say the North Corridor Light Rail Transit project will have far-reaching implications for Central Ohio and, indeed, the nation.

It will create a new intermodal rail freight transfer facility, to enhance the ability of Central Ohio shippers to get their goods to markets nationwide. It also will create a dedicated route for high-speed passenger trains on 58 miles of the Cleveland - Columbus - Dayton - Cincinnati (3-C) Corridor.

Oh, and by the way, it will also result in the construction of Central Ohio’s first light-rail transit line, from Downtown Columbus into the populous northern corridor, where a third of all Columbus-area jobs are located. More light-rail lines in Greater Columbus are planned.

On that score, the $500 million project seems like a bargain, which is why the Federal Transit Administration in February gave the project a “recommended” rating — for the third time. That makes the project eligible for a 50 percent funding share from the federal government, said Michael Bradley, director of rail development for the Central Ohio Transit Authority (COTA).

Also, the Ohio Department of Transportation’s project review board, the Transportation Review Advisory Committee, in May awarded the light-rail project $5.5 million to advance its development in 2005, with up to $125 million expected for construction. Through a new 1/4-percent sales tax, Franklin County residents and businesses will be asked to pay only 14 percent of the cost of the rail project, plus other transit improvements in the county, Bradley noted.

Crucial to the light-rail effort, now in the preliminary engineering phase, is for COTA to build a new intermodal freight transfer facility for CSX Transportation Inc. Business at CSX’s existing intermodal facility, at Buckeye Yard west of the city, is at capacity and cannot be expanded because of surrounding developments. By building a new intermodal yard for CSX, it will expand the Central Ohio presence for that railroad company, and for Norfolk Southern as well, which would use the portions of Buckeye Yard vacated by CSX.

COTA and CSX’s initial preference for a new intermodal yard was in Marysville, but opposition by residents there prompted COTA and CSX to look for new sites for the 250-acre facility. Officials in Marion, Bellefontaine and Circleville now are vying for the intermodal yard and the jobs it will create. The Ohio Rail Development Commission in May gave COTA a $50,000 grant to study rail freight traffic patterns associated with options for the new yard.

Construction of the new intermodal facility will serve as an in-kind contribution to CSX, in exchange for acquiring its rail corridor from Downtown Columbus north to Worthington and beyond (next to Interstate 71). The light-rail line would be developed along that corridor, with CSX freight traffic diverted to parallel routes. The diversion of freight train traffic would result in a largely freight-free rail corridor, from Galion south to Downtown Columbus for 3-C high-speed passenger trains, said Bradley, a former OARP board member and current advisory board member of the Ohio Corridors Campaign. That effort, combined with a planned transportation hub in Downtown Columbus on the 3-C Corridor (see “Columbus terminal plans still on track” this page), are key to removing barriers to the start-up of intercity passenger rail service.

The light-rail line would serve the most heavily populated and traveled corridor in Greater Columbus which is expected to add another 570,000 residents over the next 25 years. Highway traffic on I-71 is predicted to increase about 40 percent in the same period. The rail line would link employers, residential areas and attractions, including Ohio State University, Nationwide Arena, Greater Columbus Convention Center, Downtown Columbus, the Short North District, Clintonville, Worthington, Crosswoods and Polaris.

For more information on the North Corridor Light Rail Transit project, visit www.cotaFastTrax.com on the Internet.

Columbus terminal plans still on track
plans still on track

By Rich Behrendt
Capital Projects Construction Manager, COTA

While planning is on hold for the Multi-Modal Transportation Terminal (MMTT) project, envisioned to become Columbus’ downtown transportation hub, work will start up again as early as this fall.

The MMTT will serve the Central Ohio Transit Authority’s (COTA) express bus service routes, and be a major stop on the North Corridor Light Rail system which is proposed to come down on High Street. Much of the site is a paved parking lot owned by Nationwide Insurance, headquartered in Columbus.

The site is strategically placed at the junction of Norfolk Southern’s Cincinnati Line and CSX’s Buckeye Line so it can served by Ohio’s proposed 3-C Corridor intercity passenger rail service to Cleveland and Cincinnati. Another factor being weighed is Columbus Mayor Michael Coleman’s desire for a downtown trolley circulator system that he would like to see linked to major elements surrounding the MMTT site, such as the new arena and the Columbus Convention Center.

Preliminary engineering for the project was completed in 2002, with final design awarded to URS Corp. in early 2003. Although COTA has completed up to a 30 percent stage, the design effort was suspended in September 2003 in order to allow details of the light rail system to “catch up” with our schedule, so that elements of the rail plan (items such as resolving the issue of curb-running vs. center running, etc.) could be incorporated into the MMTT design.

COTA has been interfacing with Parsons-Brinkerhoff, which is the preliminary engineering design team for the light rail project over schedules for both the rail and MMTT projects. The MMTT facility should be constructed to coordinate with startup of the North Corridor line.

A major element affecting both projects is the reconstruction needed for the High Street bridge, which is need of rehabilitation, and must be strengthened to carry rail cars. The proposed MMTT express bus facility is planned to provide entrance/egress lanes from the bus terminal directly out onto the High Street bridge, and so the facility cannot be in operation while the bridge is being rebuilt.

Progress coming in small steps

“Progress” from page one
center for Amtrak, Greyhound and Lorain County Transit buses, taxis and bicycles. OARP is grateful to Rep. Brown for his efforts on behalf of rail passengers.

Those are just a couple of recent, positive developments concerning the Cleveland - Toledo rail corridor, owned by Norfolk Southern Corp. Here is a quick-look list of those developments along this route (from east to west), including any funding amounts proposed in the federal TEA legislation:

- Upgrade hand-throw switches at Lorain Street interlocking with dispatcher-controlled hardware, Cleveland: $8 million (estimated);
- Upgrade safety devices at Sheldon Road crossing, Berea: $6 million (2002 funding);
- Berea/Brook Park: $140,000 in TEA;
- Front Street grade-crossing separation over NS & CSX, Berea: $20 million (estimated total cost, with $500,000 in TEA);
- Stearns Road crossing separation, Olmsted Township: $3.75 million in TEA;
- Upgrade flashers/gates with circuits that provide a constant warning time for motorists, regardless of the speed of approaching trains, to be added at six crossings, North Ridgeville/Elyria: $952,000 in TEA;
- Restoration of Elyria NYC station as transportation center: $6 million ($2 million in TEA);
- Recent renovation of historic Sandusky station for rail travelers and offices completed;
- U.S. 6/S.R. 101 grade-crossing separation, Sandusky: $8 million (some funding committed by city of Sandusky);
- CSX/NS/Wales Road grade-crossing separation, Northwood: $22 million (negotiations underway between NS, CSX, state agencies and others).

There’s nearly $70 million worth of projects progressing between Cleveland and Toledo, all of which are need-
ed prior to the introduction of fast, frequent passenger rail service. These are the kinds of small steps needed to reach our goal in this and other corridors. This is a practical way to proceed in the absence of an ongoing federal funding program for rail. It also gradually removes barriers to adding more and faster passenger trains with-
How do you spell rotating?

Experts predict gas pains will only get worse

By Ken Prendergast
Director, Corridor Campaigns

At what price per gallon of gas will it take for motorists and elected officials to wean our nation from its oil addiction? Maybe $2.50 per gallon? How about $3? Perhaps more?

We’ll find out, and a lot sooner than many citizens may be aware, according to a number of oil industry experts who track global oil supplies and measure it against oil consumption rates. While the world isn’t in danger of running out of oil anytime soon, what it is in danger of is using oil faster than it can be supplied. Economics 101 taught us what happens when demand exceeds supply — shortages occur and prices go up.

OARP has devoted this centerspread to the growing issue of rising gas prices. Plus, this section details what forces may be causing them, what it all means for our nation’s economy and how greater public investments in rail, transit and smarter land use are among the tools that must be implemented to loosen our addiction to oil. After all, transportation accounts for two-thirds of the petroleum use in this country, according to the U.S. Department of Transportation. Highways account for 90 percent of all travel, making cars/light trucks America’s single largest user of oil.

According to a number of current and former oil company geologists, the world’s demand for oil has risen concurrently with production for the last century, today standing at nearly 30 billion barrels of oil per year. With global population growth and the rise of Western-style, energy-intensive economies in Asia, annual demand is forecast to seas (buying for us perhaps a 10- to 20-year reprieve), global production will drop like a rock off a cliff.

“As production falls off this cliff, prices won’t simply increase; they will fly,” said Paul Roberts, in his article “Running Out of Oil — And Time” published March 14, 2004 in Petroleumworld. “If our oil dependence hasn’t lessened drastically by then, the global economy is likely to slip into a recession so severe that the Great Depression will look like a dress rehearsal.”

While there is debate over the economic impacts, not even the most optimistic experts are contesting that global oil demand will soon exceed production. The only question is: how soon? The U.S. Geological Survey says this won’t happen until about 2035. But many oil geologists, in counting that the government’s official estimate has ignored many factors, say the inevitable will happen much earlier. They are using principles developed by the late Shell Oil Co. geologist Marion King Hubbert who accurately predicted in the 1950s that America’s domestic oil production would peak around 1970 and make us vulnerable to the turbulent Middle East.

Mr. Roberts predicts our cheap-oil party will be over by 2015. Colin J. Campbell and Jean H. Laherrère, in their 1998 article “The End of Cheap Oil” in Scientific American, pegged 2010 as the approximate year.

Kenneth Deffeyes’ 2003 book “Hubbert’s Peak - The Impending World Oil Shortage,” said global oil production will start falling sometime between 2005-2008. And, E. Hunter Herron, president of Petroleum Equities Inc., said in his 2000 report “The Looming Crisis in Worldwide Oil Supplies” that consumption is already greater than production in Saudi Arabia, whose output is lesser, but still declining estimates. Some have suggested the faulty estimates were caused by Saudi Arabian officials hiding reports that many of its oil fields are drying up. The Saudis have denied these reports.

A number of economists predict it will take a decade to transition our nation’s economy into one that’s dramatically less dependent on oil. Unfortunately, most of the tools being considered to implement that transition are limited to alternative fuels and government incentives, neither of which are sufficient to offset the near-term impacts of rising gas prices.
intensive economies in Asia, annual demand is forecast to jump to as much as 45 billion barrels in just 15 years.

Those same geologists say oil production can't keep up. In fact, they note that new oil discoveries are becoming rarer; for every four barrels of oil used, only one is discovered (see Figure 1 on facing page). Production will flatten like a plateau and then fall — perhaps rapidly (see Figure 2). If we fail to conserve oil and tap the Alaskan Wildlife Refuge plus reserves beneath the Caspian and South China seas, there may not be enough to last another ten years.

Worldwide Oil Supplies* that consumption is starting to exceed supply. Other experts agree we're a decade or less from the inevitable.

All of those estimates preceded the revelation earlier this year by Shell Oil that it had over-reported its oil-reserve supplies by a staggering 21 percent. U.S. and European governments are now investigating Shell for Enron-type investor fraud. BP Oil followed suit, lowering the estimate of its own oil reserves by 2.4 percent, after five years of

breathe with less pollution, better air quality, more

Highways’ future clouded by smog

Under new U.S. Environmental Protection Agency air-quality standards, adding lanes or other new capacity to highways in 33 of Ohio's 88 counties will, at least, become more complicated. At most, some highway projects may be scaled back or be required to include new or greater public transit and smart growth components.

Ohio Department of Transportation officials say it is unlikely that Ohio will lose federal highway dollars if it fails to comply with the new smog standards, as has happened in Atlanta. Most highway projects in Ohio use federal dollars, which last year totaled $1 billion to the state.

Affected Ohio counties have until 2009 to meet the higher standards, but the EPA in 2005 will begin measuring whether those counties are conforming to the new standard to gauge their progress. ODOT officials contend that increasing highway capacity will reduce smog because cars will no longer idle in traffic jams.

That doesn't address two major sources of air pollution, countered Ken Prendergast, director of the Ohio Corridors Campaign. Much of our ground-level ozone is caused in the first few minutes after we start our cars, before the catalytic converter warms up and engages our car's pollution emission controls. Furthermore, new highway capacity enables our cities to sprawl farther out, creating longer trips from and to new suburbs that are designed around cars at the near-exclusion of all other forms of transportation.

"The solutions are more transportation alternatives with a mix of new housing, employment centers, retail and recreation designed around them," Mr. Prendergast added. "By nurturing those solutions, Ohioans will breathe much easier."

A typical scene at the I-70/71 interchange in downtown Columbus. The Ohio Department of Transportation's likely solution for relieving this quagmire is to build more lanes. However, induced demand typically generates more traffic, which not only brings us back to the original quagmire, but worsens air pollution, and makes us more dependent on increasingly costly petroleum.

Several large highway-widening projects in Ohio will be affected by the new EPA standards, including a rebuilding of the I-70/71 interchange in downtown Columbus, the reconstruction of the I-90/Inner Belt in downtown Cleveland, and a planned widening of I-75 north of Cincinnati. Other projects that are still on the drawing board could also be affected.

In recent years, ODOT has spent more than 95 percent of its budget on building and maintaining highways. While funding for highways is increasing, thanks to new gas taxes which voters did not have the opportunity to decide, state funding for public transportation has been cut by more than 40 percent. A recent, state-backed "Brownfields" initiative, approved by voters, to restore polluted urban lands to productive new uses will help provide a counter-force to urban sprawl. Much more needs to be done, however.

The Ohio Corridors Campaign, along with the Ohio Mobility Partners, both of which are OARP programs, seeks an Ohio legislative task force to review and recommend creative new funding sources to promote greater public investment in non-highway forms of transportation. Now would be an opportune time for such an effort, with the state undertaking an update of its Access Ohio transportation plan, originally developed in the mid-1990s.

Pumping up conservation, a dime at a time

Americans seldom ponder what it costs to drive their cars whenever we take our next trip across town or across the country. Our nation's ridiculously cheap gasoline fuels our gas-and-go mindset. However inaccurate, our next purchase of gas is perceived as the only point of purchase for the daily use of our cars and the highway system on which we travel.

That fact isn't lost on powerful oil companies, which have persuaded the federal government to keep fuel prices artificially low — America is unique among developed nations in this regard.

According to a 2002 study by the International Center of Technology Assessment (ITTA), federal subsidies in the form of tax breaks to oil companies and direct payments for research, exploration, export financing, plus defending global oil supplies (especially in the volatile Middle East) and sustaining the Strategic Petroleum Reserve vary from year to year, but are nonetheless costly.

The ICTA estimates those annual governmental expenses range from $108 billion to $235 billion. If that were paid for out of gas taxes rather than by Americans every April 15th, the cost of gas would rise $1.10 to $2.35 per gallon — on top of the nearly $2 per gallon we're paying now. That doesn't include environmental damage and other external costs caused by our addiction to burning carbon-based oil, which the ICTA pegs at an additional trillion dollars.

Implementing a $2 per gallon increase in gas taxes would cause serious harm to our nation's economy. But, if it were implemented in, say, 10-cent increments per year over 20 years, it would encourage a gradual transition for our economy to ultimately become far less dependent on oil.

To further ease transition costs on the private sector and to provide new sources of economic growth, a portion of the gas tax should be used to assist research and development of alternative fuels and to fund construction of high-speed rail systems and other energy-efficient forms of public transportation. Those kinds of programs need to be funded by the first 10 cents of gas tax, since it will take time to develop alternative fuels and build rail systems for the public to use.

One cent of federal gas tax generates about $1 billion per year. If five cents were devoted to high-speed rail (with the remaining five cents for public transportation and alternative fuels), a 15-year construction bond issue of more than $50 billion could be afforded at current interest rates. Coupled with local, state and private funding, this and subsequent investments would go a long way toward putting our nation's economy and its energy independence on the fast track.

This article is not an official position of the Ohio Association of Railroad Passengers; it is a compilation of ideas recently put forth by others.
‘Cordless’ high-speed rail?

In order for passenger trains to reach true high speeds (150+ mph), electricity is usually the best source of motive power. That has required the costly construction and maintenance of power substations, transformers and catenary systems (wires and supporting poles along tracks).

But, an international consortium says that may not necessarily be so. Vehicle Projects, based in Denver, has united a number of project partners from the U.S., Canada and United Kingdom in developing the first fuel-cell locomotive for use in mainline railroading. The five-year project, which began a year ago, has a $12 million budget to test and demonstrate a number of fuel cell technologies.

Proponents of the project note that railroads are a natural for fuel cells. Locomotives have the size to accommodate a potent fuel cell, each capable of generating 1,300 horsepower. Plus, diesel locomotives already use electricity to provide motive power; the diesel engine is used only to generate the electricity. But, transferring the mechanical energy from the diesel engine, over to electricity and then back to mechanical in the wheels wastes energy.

Only 30 percent of the power is used from the diesel engine to actually move the train. A fuel cell skips the first mechanical conversion and, thus, is able to extract more motive power from its electrochemical fuel, according to an Aug. 14, 2003 Plain Dealer article by Winn L. Rosch. Fuel cells are efficient, quiet and have zero emissions.

The end result is a locomotive that’s twice as fuel efficient as its diesel counterparts. That fact isn’t lost on one of the project partners.

Burlington Northern Santa Fe Railway, which says the technology would allow its $1 billion annual fuel bill to be cut in half (at current oil prices).

Amtrak, which runs fewer and lighter trains than BNSF, spent $188 million on energy in 2001, or just 5.7 percent of its budget. It should be noted that half of all Amtrak’s trains are in the Northeast Corridor where they are powered by electricity.

Still, the technology offers a great deal of promise to significantly reduce the railroads’ operating expenses and provide a source of clean, quiet motive power for high-speed trains. Better still, it will protect their bottom lines from expected oil-price increases in the near future. Railroads are already one of the most energy efficient modes of transportation and would become even more so, just when we need them the most.

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“Oil companies, not surprisingly, are getting anxious.... This has, in fact, become the mantra of the oil industry: Get us back into the Middle East or be prepared for trouble. And the Bush administration seems to have taken the message to heart.”

— from Paul Roberts’ article “Running Out of Oil – And Time” published March 14, 2004 in Petroleumworld.

Mr. Roberts has authored a new book, “The End of Oil: On the Edge of a Perilous New World.”
Rail events cap Toledo transport week in May

Toledo’s annual focus on alternative means of transportation took place May 17-22. Affectionately known as B-BOPPR Week (Bike - Bus or car-Pool, Pedestrian, Rail), residents of Northwest Ohio and Southeast Michigan were encouraged to try a different way to get to work or school, run errands, spend time with the family, etc. Officials at the Toledo Metropolitan Area Council Of Governments (TMACOG), the primary sponsor and coordinator of B-BOPPR, said the alternatives are healthier for all of us and also better for the environment.

Be a B-BOPPR To work & play

Each day of the week, a different aspect of transportation other than “one person - one car” was featured: Share - A - Ride Day (Carpool), Bike Commute Day, Try Transit Day (Bus), Celebrity Walk Day, Rail Day and a Clean Air Fair with free gas cap testing.

Through the efforts of OARP’s Northwest Ohio Director Beth McCray and Toledo Regional Coordinator Bill Gill, both members of the TMACOG Passenger Rail Committee, OARP took a leadership role in organizing the two events that spotlighted passenger rail.

“Rail Day,” Friday, May 21, provided a day-long Open House at Toledo’s Amtrak facility in Martin Luther King, Jr. Plaza (formerly Central Union Plaza). Toledo’s OARP members staffed the event with the objective of letting people know the continuing importance of railroads to our area and the many possibilities for enjoying travel by rail. In addition, people got a look at future plans for train services.

Organizations invited to have exhibits/displays included Operation Lifesaver, Amtrak, National Association of Railroad Passengers, Midwest High Speed Rail Coalition, Indiana High Speed Rail Association, Rail Users Network, OARP, TMACOG and Toledo-Lucas County Port Authority. Freight railroads serving the area were also invited to participate. There was rail-related art work and models this year, just like last year.

Thanks to the cooperation of Amtrak District Manager Ted Craig, the station — which normally closes at 12:30 p.m. — was open for the duration of Rail Day.

On Saturday, May 22, capping the week’s activities, 70 lucky people boarded Amtrak’s Capitol Limited for a fun day trip to Chicago. The cost of $50 included a round trip reserved seat plus a day pass for Chicago’s CTA transit service, including buses and the “El,” for a do-it-yourself tour of the city’s museums, attractions and shopping.

OARP would like to thank the marketing folks at Amtrak, especially Marketing Associate Bill Hollister, for getting the large block of train seats reserved and the special price for the Chicago trip.

OARP Board sees changes

Big changes have come to OARP’s board of directors recently. Foremost was the May election which gave OARP a new president — Dominic Liberatore of Shaker Heights. Mr. Liberatore has been involved in the association for a decade, most recently as an at-large board member and previously as Northeast Ohio director. He replaces Ed D’Amato of Middleburg Heights, who remains on the board as the immediate past president.

Mr. Liberatore’s election as president created a vacancy for one of the at-large board seats, which can be filled by any member whose dues are in good standing and is an Ohio resident. To submit your name for board approval, contact Mr. Liberatore (see directory, page 7).

Vice President Mark Carlson of Bay Village was re-elected, as was Secretary Larry Robertson of Columbus. OARP’s board has some new, but familiar faces, including Treasurer Donna Shreiner of Millersburg, whose husband, David, faced the two-term limit. Tom Allen of Delaware, himself a former OARP treasurer, became an at-large board member, as did Bill Hutchison of Westerville, a past OARP president. They replaced Rich Behrendt of Hilliard and Kirt Conrad of Akron. OARP is grateful to all who served on the board, and we hope they remain active members.

After two years of being vacant, OARP’s Southwest Ohio directorship is in the capable hands of David Burns of West Milton, who was appointed by the board to fill the position’s unexpired term. Mr. Burns is an engineering specialist and has been an active OARP member for several years.

The board approved him at a recent meeting — held via teleconference. More board meetings are being held in this manner to increase attendance, reduce travel costs and manage sudden developments.

Security upgraded at Toledo stations
ongoing negotiations "Washington' bigger in way to pay for transportation infrastructure." it's Sen. Americans to of Rail news As John government hurting James original proposed by $10 infrastructure. Talent work. Americans, and rail. For highways, America, every day," congestion relief projects. The federal government is the $56 billion in $40 billion for highways, $10 billion for transit and $6 billion for intermodal and congestion relief projects — including high-speed rail. The federal government is the only level of government which does not use bonding to provide for improvements to infrastructure.

John Horsley, Executive Director of AASHTO, said the concept "clearly provides a way to put even more Americans to work. Our state departments of transportation stand ready to put that additional $56 billion to work on highway, transit, intermodal and rail projects."

In other rail news coming out of Washington recently, the Federal Railroad Administration (FRA) announced it is providing nearly $5 million to fund up to half of the costs associated with one or two demonstrations of new-technology, self-propelled rail cars sometime this year. Called diesel-multiple units (or DMUs), this equipment can be used for intercity or commuter rail services. In fact, many railroads used to operate fleets of DMUs called Rail Diesel Cars — including the last regularly scheduled passenger service between Cleveland and Columbus in 1971.

However, new kinds of DMUs have been built recently in this country and especially overseas. The FRA wants to get operating cost and technological data for these new DMU technologies — hence the need for the demonstrations which would carry fare-paying passengers. Funding for the demonstration(s), each lasting several months or more, has already been distributed for this year, but the FRA is likely to make the funding available again next year. This could be an opportunity for a long-term demonstration of intercity and/or commuter rail service in Ohio, provided that matching funds can be found. OARP is talking with state legislators and officials from several transit agencies to make them aware of the opportunity.

Also, the Bush Administration, through the FRA, has sent out a notice to states with the intent of creating a more "fair and open competitive process" for selecting an operator of state-supported passenger rail services. The FRA contends Amtrak has an unfair advantage over private bidders in winning these state contracts because it is a federally subsidized corporation. And, once it wins the state contracts, Amtrak often provides inefficient service, the FRA says.

Therefore, the FRA wants to level the playing field by reprogramming up to $2.5 million in federal Amtrak funding to augment whatever state subsidies are given. FRA acknowledges this is only a test, as the $2.5 million in federal funding would likely permit only one or two states to take advantage of it. States have until May 28 to submit their proposals to the FRA on how they would use the federal funds.
PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

<table>
<thead>
<tr>
<th>City</th>
<th>Agency Name</th>
<th>Phone</th>
<th>Contact Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron/Stow</td>
<td>Parkside Travel U S A</td>
<td>(330) 688-3334</td>
<td>Joel Brown</td>
</tr>
<tr>
<td>Alliance</td>
<td>Alliance AAA Travel</td>
<td>(330) 821-2323</td>
<td>(330) 456-6315</td>
</tr>
<tr>
<td>Canal Fulton</td>
<td>Massillon AAA Travel</td>
<td>(330) 854-6616</td>
<td>Mike McClister</td>
</tr>
<tr>
<td>Cleveland</td>
<td>Ohio Motorist Association/AAA Travel</td>
<td>(216) 606-6080</td>
<td>Jay Gilbert</td>
</tr>
<tr>
<td>Columbus</td>
<td>Ohio Automobile Club/AAA Travel</td>
<td>(614) 431-7823</td>
<td>Cheryl Anderson</td>
</tr>
<tr>
<td>Elyria</td>
<td>Tours &amp; Travel Service, Inc.</td>
<td>(440) 323-5423</td>
<td>&quot;Amtrak Al&quot; Mladineo</td>
</tr>
<tr>
<td>Mansfield</td>
<td>Mansfield Travel Center</td>
<td>(419) 756-8747</td>
<td>Roberta Slyker</td>
</tr>
<tr>
<td>Massillon</td>
<td>Massillon AAA Travel</td>
<td>(330) 833-1034</td>
<td></td>
</tr>
<tr>
<td>Parma Heights</td>
<td>A to Z Amtrak Tours</td>
<td>(440) 888-6666</td>
<td></td>
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<tr>
<td>Piqua</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 773-3753</td>
<td></td>
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<tr>
<td>Sandusky</td>
<td>Sandusky Travel Service, Inc.</td>
<td>(419) 626-4633</td>
<td></td>
</tr>
<tr>
<td>Troy</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 339-0112</td>
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</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 391; 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: Dec. 2003

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

<table>
<thead>
<tr>
<th>Region</th>
<th>City</th>
<th>Contact Name</th>
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</thead>
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<tr>
<td>NORTHEAST</td>
<td>Cleveland</td>
<td>James Stone</td>
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<td>Elyria</td>
<td>Phil Copeland</td>
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<td></td>
<td>Warren</td>
<td>G. Douglas Hudson</td>
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<td>NORTHWEST</td>
<td>Toledo</td>
<td>Bill Gill</td>
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<td>Mansfield/Galion</td>
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<td>Sandusky</td>
<td>Steve La Conte</td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>Cincinnati</td>
<td>W. Mike Weber</td>
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<tr>
<td></td>
<td>Dayton</td>
<td>Linda Leas</td>
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<tr>
<td></td>
<td>Clermont</td>
<td>Ronald D. Garner</td>
</tr>
<tr>
<td></td>
<td>Springfield</td>
<td>Vacant</td>
</tr>
<tr>
<td>CENTRAL</td>
<td>Columbus</td>
<td>Robert Boyce</td>
</tr>
<tr>
<td>SOUTHEAST</td>
<td>Delaware</td>
<td>Tom Allen</td>
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</tbody>
</table>

National Association of Railroad Passengers
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 special concerns for action, use of campaign staff (to be expanded soon) and other benefits.

An exclusive membership dues structure, identical to both campaigns, has been instituted (see at right).

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

CTC Corridor Campaign

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

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Updated: May, 2004
OARP’s standing grows

This spring, OARP’s loss was the Ohio Rail Development Commission’s gain when it hired former OARP Administrative Director Stu Nicholson. As ORDC’s first-ever public information officer, Mr. Nicholson serves as the commission’s official spokesperson. In addition to working in radio and television news for 20 years, he also was the Central Ohio Transit Authority’s communications director prior to being hired by OARP several years ago.

Replacing him as OARP’s administrative director is Brian Williams, who recently retired as a staff writer for The Columbus Dispatch where he covered transportation and regional development news. Mr. Williams is working as a consultant to the OARP board, to research and write grant applications for OARP’s two programs — the Ohio Mobility Partners (OMP) and the Ohio Corridors Campaign. Assisting him with OMP fundraising and other related activities is new OARP President Dominic Liberatore, while Corridors Campaign Director Ken Prendergast is providing guidance to him to strengthen that program. The addition of Mr. Williams will continue the association’s professionalism following Mr. Nicholson’s departure.

Three other developments involving OARP and the ORDC occurred recently. Former OARP board member Dan Roberts was named to the ORDC’s board of commissioners. He also is a division legal counsel at the Ohio Department of Commerce. Also named to the ORDC board was Jeff Hartung, president of the Toledo-Lucas County Port Authority, a corporate member of OARP which owns the Toledo train station. And, in case you missed it, OARP member Janet Weir Creigton, who also serves as the rail passengers’ representative to the ORDC board, was elected mayor of Canton and sworn in earlier this year. Congratulations to all of you for your great accomplishments!

Amtrak swaps Ohio train stops

Starting in April, Amtrak has made some important service changes in Ohio. In addition to the restoration of the Elyria and Sandusky station stops for the Chicago - New York City/Boston Lake Shore Limited (as noted in this newsletter’s lead story), this daily service also will make station stops in Bryan, Ohio. However, the latter change comes at a price, as Amtrak’s Chicago - Washington DC Capitol Limited will no longer stop in Bryan.

For more information, contact your travel agent, Amtrak ticket agent, call Amtrak at 1-800-USA RAIL or visit www.amtrak.com on the Internet.
Bring the whole gang and enjoy some family fun celebrating Ohio’s railroading history at the Dennison Railroad Depot Museum’s TrainFestival 2004!

Mark your calendar and keep your eye on the mailbox. Details and registration information about the OARP Summer Meeting and Family Outing will be mailed to all members in early July.

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

June 2004

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
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</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>
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<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>
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</tbody>
</table>

Contact person & phone number
Bob Boyce 614/486-7038
Bill Gill 419/536-1924

July 2004

<table>
<thead>
<tr>
<th>Date</th>
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<th>Time</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>8</td>
<td>Ohio Rail Development Com.</td>
<td>10:00 a.m.</td>
<td>Riffe Center, 77 S. High Street, 31st Floor, Columbus</td>
<td>1736 West 5th Avenue</td>
</tr>
<tr>
<td>10</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
</tr>
<tr>
<td>10</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza, Toledo</td>
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<tr>
<td>31</td>
<td>OARP Summer Mtg &amp; Family Outing</td>
<td>9:30 a.m.</td>
<td>TBA</td>
<td>Dennison, Ohio</td>
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Contact person & phone number
ORDC 614/644-0306
Bob Boyce 614/486-7038
Bill Gill 419/536-1924
TBA

August 2004

<table>
<thead>
<tr>
<th>Date</th>
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<tr>
<td>14</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
</tr>
<tr>
<td>14</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
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Bob Boyce 614/486-7038
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