Gov. Strickland asks Amtrak for 3-C plan

State is on track for a 2009 funding decision

It's time for members and friends of All Aboard Ohio to get back to work.

Over the next 12-18 months, Amtrak and the Ohio Rail Development Commission (ORDC) will prepare plans for implementing passenger trains in Ohio's 3-C (Cleveland - Columbus - Cincinnati) Corridor. During the same time period, All Aboard Ohio will be expanding the constituency for passenger trains from the grassroots up.

Amtrak and the ORDC are developing the plan at the request of Gov. Ted Strickland. He wrote to Amtrak President and Chief Executive Officer Alex Kummant on Feb. 29. Gov. Strickland made the request because he is "committed to providing Ohio's urban areas with the tools they need to create jobs and attract investments to make their communities vibrant centers of commerce," he said in his letter.

He also noted that the 3-C Corridor is the backbone of the Ohio Hub Plan - a broader, multi-route and longer-term vision. The overture to Amtrak will target capital investments with great detail by engaging track-owning freight railroads in discussions. That means identifying specific station locations, where track capacity needs to be expanded, and sites for train layover/maintenance facilities.

The implementation plan will also refine market data to gauge potential ridership and revenues. And, an operating plan will be developed that identifies how many trains can be provided (four trains in each direction are assumed at this point), how many train and station employees are needed, and who will maintain and service the trains.

ORDC will tap $300,000 to $500,000 in federal transportation planning funds so Amtrak can conduct the analysis. The work will provide state legislators like Senator Harris with the answers they'll need to make an informed decision.

Planning will be done in two parts: Cleveland to Columbus, and Columbus to Cincinnati (via Springfield and Dayton). Why the two-part plan? Ohio Hub planning work revealed that more costly capital investments are needed at the south half of the 3-C Corridor. Much of that is due to freight traffic congestion which not only hinders

— See “3-C” on page three
It's time for Ohio to go to work at providing modern passenger train service in the state's busiest intercity travel corridor. State and Amtrak officials have started crafting an implementation plan for passenger rail service linking Cleveland, Columbus, Dayton and Cincinnati. Meanwhile, All Aboard Ohio and its friends are getting busy expanding grassroots support for the trains. With your help, we can enjoy civil travel — smooth, quiet, fast trains — like the state of California's Pacific Surfliner trains run by Amtrak, shown above.

Molitoris named to No. 2 post at ODOT

Three recent developments suggest positive action rail-wise may be coming out of Gov. Ted Strickland's administration soon. One of those items is the lead story in this newsletter – Strickland getting funding for Amtrak to develop a plan for implementing passenger train service between Cleveland, Columbus and Cincinnati.

The other two recent developments are no less significant. In fact, Gov. Strickland's appointment of Jolene Molitoris to two important posts has as much to do with the governor reaching out to Amtrak. Mrs. Molitoris, recently an active board member of All Aboard Ohio, was named chair of the Ohio Rail Development Commission (ORDC) in November. Then, in March, she was appointed by the governor as assistant director of the Ohio Department of Transportation (ODOT).

Hannah News Service called Mrs. Molitoris' appointment as "another sign of the state's commitment to integrating the rail system into the state's transportation needs."

All Aboard Ohio Executive Director Andrew Bremer concurred and congratulated Mrs. Molitoris for her appointment to the No. 2 job at ODOT.

"I believe this sends a clear message on how serious this administration considers railroads to be part of a diverse, interconnected transportation network," Mr. Bremer said. "We are entering a new era, with fossil fuel supplies waning, the population aging, environmental concerns surging and redevelopment in Ohio's cities booming. Transportation stakeholders are faced with their biggest shift from the status quo, perhaps since the Interstate highway system began in the 1950s. Jolene has the experience to help ODOT adapt to meet this challenge."

ODOT Director James Beasley agreed that Mrs. Molitoris' appointment was based on her experience in the transportation industry — in the public and private sectors. She was administrator of the Federal Railroad Administration under President Bill Clinton and a former director of ODOT's Rail Division before it was absorbed into the ORDC in 1994. Most recently, she had her own transportation consultancy called the Molitoris Group.

"From her work in Washington and Ohio, Jolene is nationally recognized for her historic leadership in the rail and transportation industries," said Mr. Beasley in a March 10 Hannah News article. "She will be a valuable asset as we better position the state's transportation spending to balance the movement of people and freight, promote safety and reduce congestion, create jobs, encourage responsible growth and help build sustainable communities."

Mr. Beasley said Mrs. Molitoris will head up some new transportation initiatives at ODOT including the state's 21st Century Transportation Priorities Task Force. That effort will take a hard look at how ODOT is funded and what its policies are toward various modes, economic development and ODOT's role in land use policies. She will also coordinate the department's 2008-2009 business plan and set the department's federal transportation agenda.

"With Director Beasley and his team, ODOT is fully embracing its new multi-modal mission — with an integrated network of highway, rail, transit, aviation and waterway," said Mrs. Molitoris to Hannah News Service.
Train of Thought

from Ohio Passenger Rail News Editor
Kenneth Prendergast

Proposals to get fast, modern passenger trains between Cleveland, Columbus, Dayton and Cincinnati keep coming back. Is the fourth time the charm for the 3-C Corridor?

Gov. Ted Strickland has asked Amtrak to work with the Ohio Rail Development Commission to develop a plan to run several daily trains in each direction in Ohio’s busiest corridor. By the middle of 2009, the plan will be presented to the governor and the Ohio General Assembly when each will decide whether and how to fund it.

This is terrific news. But before we break out the cigars, we should remember past events and be guardedly optimistic that this time, things might be different.

In the past, efforts in 1985, 1995, and 2001 to start service on existing freight tracks at 79 mph were put forward, but were derailed for various reasons. Each time the plan came around again, it got more expensive. The last time, in 2001, the projected cost was $50 million.

Competing bullet train proposals, unfamiliarity with passenger trains, unsupportive governors and legislators all doomed these efforts. Every time train plans were placed on the desks of state officials, they balked because they did not understand the benefits of passenger trains service, economic and otherwise.

Again, this time things might be different. And why shouldn’t the fourth time be the charm?

There are more things going for the trains than ever before. Redevelopment activity in central cities where stations are or will be located is stronger than ever, gas prices are inexorably trending upward and an environmental conscience is growing among the populace. Most importantly, for the first time, we have a governor who is leading the charge for rail service.

There are other issues at play this time that weren’t before.

There are thousands of beleaguered travelers — college students, seniors, tourists and corporate travelers — who travel daily in the 3-C Corridor, and have no choice but to drive. Among them are many state officials who travel to conduct the state’s business. Like corporate business travelers, state employees don’t get much work done while driving, while costing the taxpayers double
Photos and Articles
Clippings from newspapers and magazines must include the publication's name and date. Your articles and news briefs should be typed and double-spaced, though very short items may be legibly written. Preferably, send hard copy with IBM-compatible text files on CDs, or send e-mail submissions to:

kjprendergast@cox.net

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid negatives. Always include your name and phone number!

Editor, Ohio Passenger Rail News
12029 Clifton Boulevard, #505
Lakewood OH 44107-2189

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Gov. Strickland asks Amtrak for 3-C plan

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the ability to get a passenger train through to Cincinnati in a timely manner. It also hinders the state's commerce as more shippers turn to rail in the face of rising fuel prices.

With fuel prices at record highs, rail traffic is also at or near record highs. Amtrak in 2007 carried more travelers than in any single year in its 36-year history. U.S. freight railroads carried more carloads of traffic in 2006 than at any time in the industry's 170-year history; 2007 was its second-busiest year.

"Travelers and shippers who are mindful of their finances are increasingly turning to railroads for their transportation needs," said All Aboard Ohio Executive Director Andrew Bremer. "If Ohio wants to compete for residents and businesses, Ohio needs to ensure that this mode of transportation is available to its citizens, visitors and shippers, too."

Amtrak will also work with the major freight railroads, which own the track, to determine the capital needs for rail improvements to the corridor that would not only enable passenger service, but increase capacity for greater freight movement.

"This is a significant step forward in Ohio's efforts to create new and better transportation options for Ohioans. Moving people and freight by rail is becoming even more important with ever-rising fuel costs and the impact on everything from people's personal budgets to doing business in Ohio," says ORDC Executive Director Matt Dietrich.

Developing train services traveling at speeds greater than 100 mph would take much longer, given the much higher cost, Dietrich said. Further, traveler surveys show that people put greater priority on having convenient departures and lower fares than faster trips.

"State-supported routes are the fastest growing part of our business," said Mr. Kummant at Amtrak. "We have carried out several studies in the Midwest and elsewhere in the last few years, with Illinois doubling the size of its state rail program since 2006 and California continuing successful passenger rail service depends on the cooperation of all parties involved."

Cleveland is currently served by two daily Amtrak trains, the Lake Shore Limited and the Capitol Limited, operating between Chicago and the East Coast, while Cincinnati is served three days weekly in each direction by the Cardinal between Chicago and New York City, via Indianapolis and Washington DC.

Dayton and Columbus have not been served by Amtrak trains since the 1979 discontinuance of Amtrak's National Limited. Those two cities are among the largest in the nation without any regularly scheduled passenger train service. The 3-C Corridor was never served by Amtrak and lost its passenger trains before Amtrak service began in 1971.

The recently completed Ohio Hub Plan and two related economic impact studies will give this Amtrak study a major leg up, since the plan shows the 3-C Corridor can generate both significant ridership and commercial development around train stations.

Fourteen states already have partnerships with Amtrak to provide passenger train services and to improve and modernize rail infrastructure in those states. As the seventh-most populous state in the nation, Ohio is also the most populous state which does not yet have a service partnership with Amtrak.

In addition to downtown stations in Cleveland, Columbus, Dayton and Cincinnati, other potential stations could be located at Cleveland Hopkins International Airport, Galion, Delaware, Columbus-Crosswoods, Springfield, Middletown and Sharonville.

"It's an economic development tool and a great transportation tool," said Springfield's Assistant City Manager Jim Bodenmiller, in a March 7 Springfield News Sun article.

Improved rail service would save fuel and improve air quality, said Thea Walsh, Transportation Coordinating Committee director. "The environmental impact is lesser when rail is used."

Youngstown - Pittsburgh and Cleveland - Toledo - Detroit; they are being sought jointly by ORDC, regional and state transportation agencies and federal officials.

Lastly, the 3-C Corridor is Ohio's busiest intrastate travel market, where more than 50 million travel each year, mostly by car. The Ohio Department of Transportation spends more than 98 percent of its annual $3.8 billion budget on highways. Options to driving are either inconvenient, expensive or both.

For example, a round-trip flight between Cleveland and Columbus, with a two-week advance purchase, costs more than $600. For bus travel, Greyhound's nationwide service cuts have left many Ohio cities with fewer or no buses. Thus it is impossible to arrive in Cleveland or Columbus by Greyhound bus before 10 a.m. (when many business meetings start) if someone departs from either city after 4:30 a.m.

Morgan Keenan, a consumer rights advocate for the nonprofit Ohio Public Interest Research Group, told the Associated Press that the government should put some of its money into public transportation instead of spending billions of dollars building more highways. "The government should also reward consumers for using less gasoline. The more the public knows about passenger rail travel, the more they will support it," he said.

"On the train, business travelers, college students, seniors, tourists and others can work, sleep, socialize, read, watch a DVD or enjoy a snack and beverage while traveling affordably, comfortably and rapidly," Mr. Bremer said. "This isn't an amenity when Ohio's competition is already offering it. Passenger rail is an essential service for improving the quality of life and economic future for Ohioans."

A 2001 survey by the Ohio State University showed 74 percent of Ohioans believed that improved passenger train services would improve their quality of life, and 80 percent of Ohioans want the state to develop passenger train services.
The Executive Director Report

Educating others, expanding the association continues

By Andrew Bremer
Executive Director, All Aboard Ohio

Since my last report to the membership, several significant events have occurred to the organization that has propelled us to the forefront in transportation reform. Our challenge is to keep our momentum going while participating in meaningful discussion with elected officials, business leaders, and other organizations about transportation planning and funding.

First of note, I have successfully hired a part-time development director. Catherine Nelson was hired this past January to help us look for new, non-traditional sources of funding to maintain our operations and to continue to organize support for passenger rail development in Ohio. Catherine has experience raising money for the American Heart Association and has already opened up many new and exciting avenues for potential funding that we never thought possible.

One of our main focuses for fundraising has been to reach out to all community foundations in Ohio for some level of support. Transportation affects every community and, in turn, every community should be concerned about how our future transportation system should be planned and funded. All Aboard Ohio is ready and willing to help every community with their concerns for a future transportation system that accounts for all users.

We have started to reach out to passenger rail advocates who have not been traditionally approached as such. In addition to Ohio’s community foundations, we are starting to reach out to the business community in and around the cities that are designated as potential Ohio Hub Plan station stops. So far, we have met with officials from the cities of Middletown, Sharonville and Cincinnati; we hope to continue meeting with officials in other cities along the Ohio Hub system.

All Aboard Ohio plans to gather stakeholders within these cities and towns to identify potential corporate sponsorships as well as build the base of supporters to help bring the Ohio Hub Plan and other transportation solutions to fruition. A more detailed report as well as a calendar of meeting dates and times will be listed in an upcoming edition of the Ohio Passenger Rail News.

The next significant item of note is that we have acquired some additional staff without much expenditure to the organization. Annabelle Fago has been working for the past few months here in our central office in Columbus courtesy of Environment Ohio. Annabelle originally comes from Frankfurt, Germany and is here studying Health Science at the Ohio State University.

When Annabelle moved to the United States in 2004, she immediately started to appreciate the transportation system she had in Europe. During her time that she will spend with us, Annabelle will help bring our message of passenger rail development into the electronic age by posting to MySpace, Facebook and other internet Web blogs in an effort to attract younger members and supporters.

Lastly, we should not forget that the most important event throughout the year will be happening Wednesday, April 30. The Fourth Annual Rail/Transit Legislative Summit will show our governor, elected state officials, media outlets and other organizations how important rail development and adequate transit services are to our way of life. I encourage you to make every effort to attend our Fourth Annual Rail/Transit Legislative Summit April 30. Details on the event can be found in this newsletter or at www.allaboardoiohio.com on the Internet.

In echoing president Bill Hutchison’s call for more volunteers and supporters, our staff will need your support for reaching out to new potential membership. Currently, we have a system of reaching out to 400 potential All Aboard Ohio members every month. We do so with a direct mail piece that explains who we are, what we do and how membership dues help us accomplish our mission. Following up with phone calls to these prospective members greatly increases the effectiveness of our efforts.

“Ringing for Rails” is the name of our effort to reach out to these prospective members. Current All Aboard Ohio members and volunteers gather for one night to pick up the phone and talk to potential supporters and donors. We had our first “Ringing for Rails” Feb. 18 and the results were quite positive. Nearly every contact we talked to was familiar with the information we sent and were very supportive. Ten out of 200 potential new memberships were promised on that night alone.

This is a critical juncture for our organization. If you would be available, I ask you to contact me for information on how you can volunteer your talents to help bring passenger rail back to Ohio.
Steel wheels turnin

By Ed D’Amato
Past President, All Aboard Ohio

For decades, we’ve all been hearing about how far the U.S. is behind the developed countries in Europe and Japan when it comes to having quality passenger train services. Unfortunately, it’s no longer just developed countries that we are behind. Many developing countries are leap-frogging us.

In fact, in just three years the first true, high-speed rail system in the western hemisphere will be operating. But it won’t be in the U.S. or even in Canada. Instead it will be in the South American country of Argentina. Here’s a list of the not-so-usual high-speed rail suspects around the world and what they’re doing with passenger trains.

ARGENTINA

In 2007, the government of Argentina awarded a $1.48 billion contract to a consortium led by Alstom Transport of France to build a 435-mile TGV-style rail system between the Argentine cities of Buenos Aires, Rosario and Cordoba.

The trains will operate at speeds from 160 to 186 mph. The project will involve electrification and upgrades to existing rights of way. Service will commence in 2011. Upon completion, Buenos Aires-Cordoba travel times will be reduced from 14 hours to three.

TURKEY

Turkey is investing more than $3 billion in a 330-mile high-speed rail line between the country’s capital city of Ankara and its financial center, Istanbul. The first link

SPAIN

One of the world’s most aggressive rail construction programs is well under way in Spain. This European nation is progressing on a $300 billion plan to build 6,200 miles of high-speed rail by 2020. The project will bring 90 percent of the country’s population within a few dozen miles of a high-speed line, and it will place Spain among the world’s top ranks in terms of total high-speed lines in operation.

Spain has chosen to invest in high-speed rail to advance economic development and help the country reduce its greenhouse-gas emissions. The most recent segment, the Madrid-Barcelona line was inaugurated on Feb. 20, 2008 where 17 round trips per day operate. It is forecast that the trains will substantially displace air traffic between the two cities.

PORTUGAL

Since the late 1990s, Comboios de Portugal has run the Alfa Pendular service, connecting Portugal’s mainland from the north border to the Algarve in the south at a speed of up to 135 mph. The service is operated using Italian-built Pendolino tilting trains.

More high-speed rail is coming. The Portuguese government recently approved the construction of two high-speed lines from the capital Lisbon to Porto and Madrid, bringing the countries’ capital cities within three
between Ankara and Eskisehir opened in 2007. The second link between Eskisehir and Istanbul is scheduled to be completed in 2009 and will include an 8.2-mile tunnel under the Bosphorus Straight. This line will be the first rail line to link Asia and Europe. Upon completion, trains will travel at a speed of 156 mph, reducing travel times between Ankara and Istanbul from more than 6 hours to just 3 hours 10 minutes.

The Turkish government is also planning additional high-speed rail lines that will connect an additional 14 cities to Ankara, Eskisehir and Istanbul. A joint Turkish-Iranian-Austrian consortium is also planning a 125 mph Tehran-Istanbul high-speed rail link as an extension of Turkey’s Ankara line. Austria would provide transfer of technology and construction of rail infrastructure in Iran.

**MOROCCO**

Moroccan officials have hired a Swiss engineering firm to begin planning a high-speed rail link to Spain under the Straits of Gibraltar. The project will cost more than $10 billion and require a tunnel that is several hundred feet or more deep. It would be one of the most complicated engineering projects in history and offer the first high-speed rail line to operate in Africa.

Morocco is also planning to invest $2.87 billion on an additional 1,500 kilometers of high-speed rail lines between the cities of Marrakesh, Tangier, and Agadir, Kenitra and Tangier, and between Casablanca and Oujda. If approved the system may take until 2030 to complete. In 2007, a contract was signed with a consortium lead by the French rail company Alstom to build a high-speed railway between Kenitra and Tangier.

**KUWAIT**

The Kuwait Overland Transport Union has developed plans for an $11 billion rail network, currently under review by the national cabinet. Approval is anticipated by May. The plan calls for a 150-mile main line extending from Kuwait’s northern border with Iraq to its southern border with Saudi Arabia, estimated to cost $6.59 billion.

The remainder of the planned investment would

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**VIETNAM**

Vietnam is building a 1,010-mile high-speed rail line between Hanoi and southern Ho Chi Minh City. The line will cut travel times between the two cities by two-thirds. Currently, trains between Hanoi and Ho Chi Minh City take more than 30 hours and operate on a single track. The new line will operate at speeds of 186 mph to 217 mph and cut travel times to less than 10 hours. The $33 billion project will be the first high-speed rail line in the country. It is being funded mostly by the Vietnamese government with some aid from Japan.

**ALGERIA**

Beginning in 2006, Algeria, an OPEC member, embarked on a $5 billion, five-year plan to renovate its rail network and link it to its neighboring countries of Morocco and Tunisia. The plan includes construction of a high-speed rail network that will utilize 30 high-speed trains, each of which seat 400 passengers.

Longer-range plans call for Algeria to invest more than $24 billion over 20 years to develop its rail network, extending it to 4,000 miles. Prior to 2006, the country had already invested $2 billion on upgrades to its existing rail system.

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*Continued on page five*
More countries other than the usual suspects in Europe or the Pacific Rim are considering high-speed rail. Those include India, South Africa, Mexico and Saudi Arabia. At least 14 developed countries already have trains traveling at regularly scheduled sustained speeds of 125 mph or higher.

Back in the United States, some people are taking notice but not enough. Even fewer are doing anything about it. If the 40 years of investment in high-speed rail in Europe and Japan wasn’t enough for our elected officials in Washington to take notice, then the long list of projects in developing countries should be setting off alarm bells.

Transportation infrastructure is vital to the economy. It’s the interconnected network of blood vessels that allows people and goods to flow efficiently throughout the country and links us with the rest of the world. Ask any cardiologist, when care isn’t taken to keep the blood vessels healthy, the blood vessels become constricted, blocked or ruptured.

Our highways and airports are clogged and getting worse. Delays are constricting the movement of people and freight. Productivity is being sapped and freight delays are worsening. It’s costing the economy more than $100 billion every year, according to recent estimates. We continue to expect our highways and airports to shoulder the transportation burden that should be shared with modern passenger rail. Just like a two-legged stool has no balance and stability, neither does a transportation system focused only on highways and aviation.

There is a reason that so many countries are investing in high-speed rail. It's an efficient, cost-effective way to move people and enhance productivity. When developing countries are demonstrating the political will to invest in high-speed rail, but the richest and most powerful country in the world can’t muster the political will to even get past its annual bickering over table scraps for Amtrak, it makes you question not only the priorities of our elected officials, but whether they have a broader concern for our infrastructure that may ultimately jeopardize our economic status.

Clyde Prestowitz, former counselor to the Secretary of Commerce during the Reagan Administration, expressed concern about the United States’ economic infrastructure in a talk last December titled “The End of Globalization.” He said, “The United States has the most underdeveloped infrastructure in the developed world of all the developed countries. America has been falling behind in infrastructure investment for many years.”

If the United States is to emerge as a global leader, it needs to upgrade its infrastructure and provide a transport network that is on par with the world's best.


two-legged stool has no balance and stability, neither does a transportation system focused only on highways and aviation.

Spain’s high speed network is rapidly growing; Madrid-Barcelona entered into service Feb. 20, 2008, while Valencia, Alicante, Albacete and Cuenca are expected to gain high-speed service by 2010. Spain will then have nearly 1400 miles of high speed rail, surpassing both Japan and France.
plan in 2005 to upgrade its rail network and build high-speed rail lines. Under the plan, China will spend more than $161 billion which includes upgrading current lines and building 10,500 miles of new lines. China views its railway network as a foundation of a prosperous economy and is rushing to catch up on investment that has lagged behind investments in the country's roads and ports.

According to the Asian Development Bank, the scale of investment in China's railways is unprecedented, with the closest comparison possibly being the early days of railroad expansion in the United States.

On an annual basis, China's railways transport 12 million passengers per mile of its network. Shortages of rolling stock plague the railways, particularly during national holidays. China is the second-largest market in the world for freight trains and is currently the fastest growing market for passenger trains.

**ISRAEL**

A high-speed train line from Tel Aviv to Jerusalem via Ben Gurion airport is now under construction. As of November 2007, the line was open as far as Modi'in. The new service will be dramatically faster than the Tel Aviv to Jerusalem route, which not only travels at lower speeds, but requires a change of trains in Beil Shemesh. The existing Jerusalem Malcha station is also not near the center of the city.

**MALAYSIA-SINGAPORE**

A high-speed rail link between the city-state of Singapore and Kuala Lumpur, Malaysia is being planned. The link would replace 31 daily short-haul flights in this densely traveled corridor that serves millions of travelers per year. Current train services between Kuala Lumpur and Singapore take more than 7 hours. The new $3.5 billion, 200-mile high-speed line would cut the travel time to 90 minutes.

**RUSSIA**

In 2007 Russia announced that it would invest $1.2 billion, roughly that of Amtrak's annual budget, for a high-speed rail line between St. Petersburg, Russia and Helsinki, Finland.

The project will cut travel times from the current 5.8 hours to 3.5 hours and provide capacity for the growing provided by Russian Railways.

This is not Russia's first high-speed train service, however. In the 1990s, the newly independent Russian Federation built a 409-mile high-speed line linking Moscow and St. Petersburg. The new line was built in segments and roughly parallels the October Railway, so-called because it began service on Oct. 30, 1837.

**KOREA**

A high speed rail line between Seoul, Busan and Mokpo has been under construction for several years and will be completed by 2010. The line will cut travel times between Seoul and Busan from 4 hours 10 minutes to 2 hours 40 minutes and travel times between Seoul and Mokpo from 4 hours 42 minutes to 1 hour 56 minutes.

A new passenger train station under construction in the city of Tianjin, China. Construction of the Beijing-Tianjin high speed rail line began in July 2005 and is expected to open in July 2008.
All Aboard Ohio’s President Troops and Horses

By Bill Hutchison
President, All Aboard Ohio

CALLING OUT THE TROOPS

The events of recent months have come at breathtaking speed. First, former All Aboard Ohio board member Jolene Molitoris was appointed chairperson of the Ohio Rail Development Commission. The ink was hardly dry on that announcement before ORDC announced a wide-ranging series of initiatives, among them a call for the start of real passenger rail in Ohio.

The next thing we know, ORDC talked with Amtrak about doing a route analysis for the 3-C Corridor and then on top of that, Governor Strickland made it official by announcing a $300,000 to $500,000 study! Now we hear that Jolene was appointed assistant director of ODOT and will lead a push for a multi-modal emphasis, including passenger rail.

I’m breathless and I’d bet most you are too! But before we start whooping it up in the euphoria of the moment, let’s step back and take measure of what we really need to do to win the day.

So what do we do?

Well, for starters, we have to put ourselves in a position to really push for rail. How do we do that? The first thing you can do is to contact your nearest director, coordinator or the All Aboard Ohio office and ask what you can do to help. If you are not near one of these people, by all means get in touch with our office at (614) 228-6005 and ask what you can do to help.

Local advocates should work toward creating or expanding local meetings, first of all. If you live in an area that already has a local group, get in touch with them and ask what you can do. If you don’t live near an existing local group, get in touch with the All Aboard Ohio office and see how you can help start a new group. This strengthens All Aboard Ohio by creating the ground-level support necessary to pull off events and bring in additional support. Bringing in volunteer help is crucially important.

Local initiatives, especially in places like Dayton and Cincinnati in the 1980s, or more recently in Columbus, Toledo and Elyria, have attracted attention. Let’s put ourselves in a position to win by stepping up with our time, money and hard work as they did. Local members in these places have really made a difference. You can too in your communities – all I ask is that you coordinate with All Aboard Ohio’s staff and board.

A TROJAN IRON HORSE?

On March 14, 2008, Congressman John L. Mica (R-FL), ranking minority member of the House Transportation and Infrastructure Committee introduced H.R. 5644, a high speed rail bill. This initiative calls for high speed rail by building a new TGV-style route in the Northeast Corridor between Washington, D.C. and New York City, to be followed by proposals for other high speed corridors around the country.

Rep. Mica’s bill narrowly focuses on the Northeast Corridor at the expense of the rest of the country, with the real needs of Ohio and the rest of the country going unmet for many years. This is a huge flaw and any funding initiatives should be national in scope, not just for one corridor. We have sent a letter to Congress making that point as well as the fact that a TGV line will be very expensive to build and be only about 30 minutes faster than present Northeast Corridor schedules. Indeed, Amtrak is on record as saying that $7 billion in incremental upgrades would cut at least 20 minutes off existing schedules, negating much of the advantage of a new TGV line. All of this makes me wonder why such a prominent Amtrak critic would take up this cause.

Is Rep. Mica being disingenuous? Some think what Rep. Mica really wants to do is destroy Amtrak and get high-speed rail operated in several money making corridors by private sector companies on concession. The bill he introduced could be a ruse to invite bids for the design-build-operate-maintain concession and when no one bids because of the environmental consequences, hurdles and high costs, he could tell the Congress that if no private sector companies are interested in bidding on the NEC, then high-speed trains elsewhere in the country make no sense. Then he could say the U.S. therefore should stop subsidizing Amtrak and get out of the rail business. This bill just might be a Trojan horse, drafted to suit the agenda of a long-time rail passenger foe.

In December 2001 he issued a press release claiming that “Amtrak is on a glide-path to self-destruction, not self-sufficiency.” He also said that “if Amtrak is unable to get its act together, Congress will move forward with a restructuring plan.” Mica continued that “Amtrak is not up to the task of creating a viable national rail passenger system,” calling for a bill to transfer ownership of the Northeast Corridor to the Department of Transportation and ultimately to the private sector and the states, killing Amtrak in the process. There is good reason to ask whether Rep. Mica has changed his ways or is trying yet again to kill Amtrak with a new gambit.

Maybe the best face to put on this bill is that it has raised the issue of better rail service in the media and we should take the opportunity to change the dialog from a conversation about one corridor to a discussion about how best to build a truly national rail passenger system, which we desperately need in these times of $4 a gallon gas.

Join us for some great speakers and even greater news at the Fourth Annual Ohio Rail/Transit Legislative Summit, Wed., April 30.

See the announcement on the back page for more details and for registration information.

The ill effects of auto dependency
The effects of auto dependency

By Annabelle Fago
Office Intern, All Aboard Ohio

My name is Annabelle Fago and I am the new intern for All Aboard Ohio. My majors at the Ohio State University are health science and French.

The first time I came to the US was in 2004 when I relocated myself from Giessen, Germany to Columbus, Ohio, knowing that I will live there for the next years. I did not know what I was running into. Now, 4 years later, I know that this was the most important decision I have made in my life and contributed to my personal growth significantly. Moving abroad as a teenager, unsure of myself, I’ve developed into an independent, responsible, and self-confident woman.

This journey hasn’t been easy all the time. Ohio is a lot different from Germany and I struggled with cultural differences. One issue that contributed to my homesickness was that I feel so immobile. I can’t afford a car, public transportation is insufficient, the city is spread out and many things are not in walkable distance. Additionally, I am used to the sophisticated European public transportation system.

That is why I was very excited about my internship placement with All Aboard Ohio that happened through the Ohio Environmental Fellowship Program. All Aboard Ohio gives me the opportunity to work on something that was part of my daily life back home. I mainly worked on making the organization more public on the internet through hompages such as Facebook and Myspace or writing a letter to the editor.

I believe that passenger rail would not only improve Ohio’s economy, create jobs, conserve energy, and decrease pollution, but also support lifestyle change within many Americans and increase everyone’s quality of life. Instead of getting up, jumping in one’s car, driving through various drive-through-businesses, parking in front of the office, and going to work, one could get up, walk to the next stop, shop onsite, ride to work via streetcars, light rail, commuter rail, and high-speed rail, and walk from the destination station to one’s office. Using public transportation will be a good change for many reasons. Some I already mentioned and they are significant. But being a health science major I have been taught that the build environment (i.e. the man-made physical environment including land use patterns, neighborhood characteristics, building orientation, design, and transportation) has effects on human behavior, the natural environment, society, and therefore human health and overall quality of life. Everything is interrelated and who wouldn’t want the highest quality of life possible?

According to the Health Policy Institute of Ohio, obesity rates in Ohio and the nation continue to rise. Ohio now ranks 13th in the U.S. in regard to its rate of adult obesity, almost 14 percent of Ohio’s high school students are overweight, and no city in Ohio ranks in the top 2/3 of America’s most walkable cities. It being on the media all the time, we know that obesity and overweight are linked to higher risk of Type II diabetes, hypertension, high cholesterol, cardiovascular disease, stroke, gall bladder disease, respiratory dysfunction, gout, osteoarthritis, sleep apnea, urinary incontinence, depression, and certain kinds of cancer. According to studies from Robert Cervero and Carolyn Radisch, passenger rail creates a pedestrian-oriented community that increases walking and active transportation. Since obesity is linked to sedentary lifestyles, public transit could increase physical activity and therefore a healthy Body Mass Index within a population.

Pollution affects our health and quality of life as well. Passenger rail could reduce the adverse effects that are being created by vehicle use such as polluted runoff (e.g. heavy metals, nitrogen loads) into waterways, traffic noise, oil production (e.g. oil extraction, refineries), and emissions. Air pollution in the short run leads to impaired lung function, mucosal inflammation, and respiratory symptoms. In the long run it causes chronic bronchitis, emphysema, and lung fibrosis. Children, the elderly, and individuals with pre-existing conditions are more vulnerable to these toxic substances. W. Passchier-Vermeer and W. F. Passchier conclude in their study that noise exposure can induce hearing impairment, hypertension and ischemic heart disease, annoyance, sleep disturbance, and decreased school performance.

Pedestrian safety could be improved with comprehensive mass transit. Motor vehicle crashes is the leading cause of death for people ages 1 to 34 in the U.S. In the U.S., pedestrians are 23 times more likely to die in a crash than car riders; bicyclists 12 times. Children, the elderly, and minorities are at greater risk of dying in pedestrian crashes. Good city planning, including the reduction of motor vehicles on the streets by implementing passenger rail may reduce accidents and increase safety.

A community design that does not offer practical non-motorized or transit alternatives furthermore reduces the mobility of those who are not able to drive. Children are not able to walk or bike to school and must be driven to extra-curricular activities, many of the elderly rely on others who can drive to participate in social or economic activities, and people who do not own a car are not able to participate in social or economic activities. This worsens social inequities and may impose economic costs. Isolation marginalizes impoverished communities and deteriorates social ties; disinvestment disrupts social networks and leads to housing loss.

We face economic issues such as the personal costs of car use, congestion (e.g. time loss, fuel waste, etc.), health care costs associated with inactivity and with air pollution, environmental damage caused by air and water contamination, and cost of oil dependence.

I am aware of the fact that all the effects mentioned may be prevalent, but do not seem to be an immediate threat. The diseases and conditions listed are mostly chronic conditions that develop over time and one may only realize a significant change when it is already too late. History has shown, that if there is not an immediate danger, people don’t see it, are in denial or prefer to ignore gradual negative developments, and only act on something when the problem turns into a crisis.

Passenger rail will be part of a major change in the region and the US, which has to take place in order to offset oil dependence, traffic congestion, global warming, remarkable expense of building and maintaining highways, damage to the environment from air pollution, water pollution, and fragmentation of wildlife habitat, damage to public health, lack of access to transportation, and encouragement of sprawling development patterns. The economic impact of passenger rail should not only be expressed in ridership, revenue, job creation, the economic development around the stations, and fuel savings, but also the quality of life and health impact.

I will graduate in spring 2008 and have not decided, yet, where I want to live and what I want to do. I see great potential in Ohio and am looking forward to the region’s transformation to becoming greener. After living here for four years, Ohio has become my second home and after all I may decide to stay here.
Thank-you, All Aboard Ohio supporters!

Below are some of the foundations, corporations, non-profit organizations, and labor unions that support All Aboard Ohio activities. The support of our corporate sponsors, and of our dues-paying members, allows us to work “for improved rail service and facilities for the benefit of all Ohioans,” as incorporated in the charter of the National Association of Railroad Passengers.

Please note that dues are not tax-deductible. All Aboard Ohio does not engage in political activities that would impair its status as a non-profit organization.

The names and addresses of our supporting organizations are listed below so that you will know who is behind the efforts to improve rail service in Ohio. Should you wish to join other supporters of All Aboard Ohio, you might consider these organizations.

Directory of All Aboard Ohio

**Presidents**
- Bill Hutchison
- Edward D'Amato
- Mark Carlson
- Tony Lococo
- Kenneth Clifford
- Richard Straub
- David Burns
- Barry Fromm
- Phillip Russo
- Jack Shaner
- Coletta Kubik
- Andrew Bremer
- Ken Prendergast

**Past Presidents**
- Phil Copeland
- Bill Gilg
- Mike Weber
- Linda Leas
- John Manning

**Regional Directors**
- Northeast: Cleveland
- Northwest: Toledo
- Southwest: Cincinnati
- Central/S.E.: Columbus

**Directors**
- Ken Prendergast
- Phil Copeland
- Bill Gilg
- Mike Weber
- Linda Leas
- John Manning

**NARP**
- Ross Capon
- David Johnson
- J. Howard Harding

**All Aboard Ohio Office**
309 South 4th St, Suite 304
Columbus, OH 43215-5428
(614) 228-6005
www.allaboardohio.org

**Local Meeting Contacts**

<table>
<thead>
<tr>
<th>Region</th>
<th>City</th>
<th>Contact</th>
<th>Phone 1</th>
<th>Phone 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast</td>
<td>Cleveland</td>
<td>Ken Prendergast</td>
<td>216 / 288-4883</td>
<td>440 / 365-7970</td>
</tr>
<tr>
<td>Northwest</td>
<td>Toledo</td>
<td>Bill Gill</td>
<td>419 / 536-1924</td>
<td></td>
</tr>
<tr>
<td>Southwest</td>
<td>Cincinnati</td>
<td>W. Mike Weber</td>
<td>513 / 891-9251</td>
<td></td>
</tr>
<tr>
<td>S.E.</td>
<td>Columbus</td>
<td>John Manning</td>
<td>614 / 443-8742</td>
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</table>

**National Association of Railroad Passengers**

**NARP National Office**

Executive Director: Ross Capon
Assistant Director: David Johnson

900 Second Street, NE #308
Washington DC 20002-3557

E-mail: narp@narprail.org
Web: www.narprail.org

**NARP Directors from Ohio**

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone 1</th>
<th>Phone 2</th>
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<tbody>
<tr>
<td>Mark Carlson</td>
<td>440 / 263-NARP</td>
<td>937 / 879-4750</td>
</tr>
<tr>
<td>Bay Village, OH</td>
<td><a href="mailto:mdcarlson@core.com">mdcarlson@core.com</a></td>
<td></td>
</tr>
<tr>
<td>Ken Prendergast</td>
<td>216 / 288-4883</td>
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<tr>
<td>Columbus</td>
<td><a href="mailto:kjprendergast@cox.net">kjprendergast@cox.net</a></td>
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<tr>
<td>Akron, OH</td>
<td>330 / 867-5507</td>
<td></td>
</tr>
<tr>
<td>Kyle LaRue</td>
<td>440 / 365-7970</td>
<td></td>
</tr>
<tr>
<td>Erie, OH</td>
<td><a href="mailto:picope@eriecoast.com">picope@eriecoast.com</a></td>
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Directory updated: March, 2008
Let us help you plan your charitable giving to assist All Aboard Ohio in bringing improved passenger rail service to Ohio while maximizing your tax benefits.

- Gifts of Cash, stocks and bonds and other property
- Charitable gift annuities
- Trusts
- Bequests

For more information about “Give Smart” please contact the All Aboard Ohio office at (614) 228-6005.
Build the Cincinnati streetcar now!

But some say start with a longer route

CINCINNATI – Should the city build a streetcar line within downtown now? Or should city officials wait so they can do more studies to see if the streetcar system should start with a route that includes the University of Cincinnati and Uptown area?

Streetcar proponents want City Council to approve a financing plan for the 3.9-mile, 18-stop route that would be built on Walnut, Main, Race and Elm streets. The modern streetcar would link the riverfront to Findlay Market and cost $102 million to build. The streetcar project is Mayor Mark Mallory’s top priority.

But some city planners and others suggest that the streetcar system would do better if it started off with a route that went farther north, up the hill to the Uptown area where the university and its medical campus is located. To that end, City Council will use $800,000 in city funds to conduct an alternatives analysis that would take a year to complete. An alternatives analysis is a required first step in a planning process for making a project potentially eligible to receive federal funds. Councilman Chris Bortz requested the analysis.

However, the federal planning process can take up to 10 years. That’s why Councilman Bortz wants to start building the riverfront-Findlay Market leg of the streetcar now.

“I’d like to see us get a shovel in the ground as soon as possible,” said Councilman Bortz in a March 10 interview with Cincinnati media. “I think that momentum is critical. An alternatives analysis positions us to apply for federal dollars. No matter what we do, we’re going to have to take that step.”

Voting against the study were council members John Cranley, Chris Monzel and Roxanne Quallys (the former mayor) – all of whom say they support a streetcar connection between Uptown and Downtown. Councilman Cranley is actually a vocal rail opponent and has become allied with Randy O’Toole, Wendell Cox and other hired-guns of far-right causes, oil lobbies and highway zealots to defeat rail projects at any expense – especially the Cincinnati streetcar.

So far, the city has spent $130,000 (not including staff salaries) on streetcar planning work, with the Cincinnati Business Committee adding another $40,000. The CBC is made up of the chief executive officers of Cincinnati’s most influential corporations.

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Fourth Annual Ohio Rail / Transit Legislative Summit

ALL ABOARD OHIO!

Wednesday, April 30, 2008
9:30 a.m. – 4 p.m.

Columbus Downtown YWCA
Huntington Hall
65 South 4th Street
Columbus, OH 43215

9:30 a.m. Registration: light breakfast will be offered.
10:00a.m. – Noon Morning program consists of a series of invited speakers:

Taras Szmagala, Executive Director of Governmental Affairs; Greater Cleveland RTA
• Public Transportation Needs and Funding Annual Update

Matt Dietrich, Executive Director, Ohio Rail Development Commission
• Ohio Hub Plan Update

Frank J. Busalacchi, Secretary, Wisconsin Department of Transportation
• National Surface Transportation Policy and Revenue Study Commission and the Midwest Regional Rail Compact
private partnerships propose. However, rather than have members actually ed, this doesn’t include funding costs, such as replacing the Brent Spence Bridge that will cost taxpayers 10 times more than the streetcar project.

Streetcar supporters have asked council to approve the funding plan now in order to get the downtown leg of the streetcar system operational by 2010. Meanwhile planning for the Uptown portion can be carried out, and the Uptown leg added later, they said.

Construction of the initial streetcar route would be funded by $61 million from the city, $31 million from public-private partnerships and $10 million from the state. That doesn’t include $2.3 million in annual operating costs, split

### Calendar of Events/Meetings

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

#### April 2008

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>12</td>
<td>Columbus Local Meeting</td>
<td>9:30 am</td>
<td>Plank’s Cafe 743 Parsons Ave, Columbus</td>
<td>John Manning 614 / 443-8742</td>
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<tr>
<td>12</td>
<td>Toledo Local Meeting</td>
<td>10:00 am</td>
<td>Toledo Amtrak Station MLK (Central Union) Plaza, Toledo</td>
<td>Bill Gill 419 / 536-1924</td>
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<tr>
<td>30</td>
<td>Legislative Summit</td>
<td>9:00 am</td>
<td>Columbus YWCA, Huntington Hall, 65 South 4th St., Columbus</td>
<td>All Aboard Ohio 614 / 228-6005</td>
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#### May 2008

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<tr>
<td>8</td>
<td>Ohio Rail Development Comm.</td>
<td>10:00 am</td>
<td>Riffe Center; 77 S. High Street, 31st Floor, South B&amp;C, Columbus</td>
<td>ORDC 614 / 728-9497</td>
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<tr>
<td>10</td>
<td>Columbus Local Meeting</td>
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#### June 2008

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<td>Bill Gill 419 / 536-1924</td>
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<tr>
<td>21</td>
<td>All Aboard Ohio Annual Meeting</td>
<td>10:00 am</td>
<td>TBA Cincinnati</td>
<td>All Aboard Ohio 614 / 228-6005</td>
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### Cost:

- **Members:** $50
- **Non-Members:** $75

Fee for Non-Members includes a one year membership to ALL ABOARD OHIO! Up to $25 for members and up to $50 for non-members fee is tax deductible.

Registration deadline is Wednesday, April 23rd

Please Call 614-228-6005 or go to www.allaboardohio.org for more information.

Space is limited please register early!