Will Ohio travel options join those in rest of modern world?

By Ken Prendergast
Executor Director, All Aboard Ohio

On Oct. 2, the Ohio Department of Transportation and the Ohio Rail Development Commission electronically submitted a $564 million federal stimulus grant application to start its first state-supported intercity passenger rail corridor. If the Federal Railroad Administration approves it, the 3C “Quick Start” train service linking Cleveland, Columbus, Dayton and Cincinnati could begin operating as early as 2011.

A 100-percent federal share would pay for new passing tracks, rebuilt main tracks, road-crossing safety devices, stations, train equipment and train servicing facilities in the 3C Corridor. Meanwhile the Indiana Department of Transportation has submitted a similar request for stimulus dollars, but for $2.8 billion to implement high-speed rail service linking Chicago, Fort Wayne, Toledo and Cleveland (see “Surprise! Ohio has two rail projects” on this page).

ODOT will also need to provide $17 million in annual operating support for 3C trains, and join 15 other states which already provide ongoing financial support to Amtrak intercity passenger rail services. Of those states, only New York has more population density than Ohio. Another 11 states financially support non-Amtrak regional passenger rail services.
Ohio is seeking to catch up to Michigan whose residents and visitors have enjoyed multiple-daily passenger trains on the state’s most populous travel corridors for years. As with many other stops along the Detroit-Chicago corridor, families, students, tourists and business travelers crowded the station platform at Ann Arbor recently to catch a train to Chicago. Last year more than 720,000 people rode Michigan’s 10 daily trains, four of which are state-supported.

While Ohio is seeking $564 million in federal funds to start 79 mph train service between Cleveland, Columbus Dayton and Cincinnati, Michigan wants $800 million to speed up its existing 79 mph Detroit-Chicago trains to 110 mph.

Surprise! Ohio has two rail projects

By Ken Prendergast
Executive Director, All Aboard Ohio

Two busy travel corridors in Ohio could soon see fast, frequent passenger rail service on them if the Federal Railroad Administration (FRA) grants the wishes of officials at two state departments of transportation. Yes, you read that right – two Ohio travel corridors.

Most readers of this newsletter have already heard that the Ohio Department of Transportation (INDOT) submitted a $2.8 billion request to the FRA for stimulus funds. This money is sought for engineering, construction and train equipment procurement to implement high-speed rail service linking Chicago, Fort Wayne, Toledo and Cleveland (CTC Corridor). This funding request, made before the FRA’s “Track 2” application deadline of Oct. 2, is in addition to $142 million INDOT requested in August for FRA “Track 1” funding.

Track 1 funding is for projects that are ready to go or, “shovel-ready.” Track 2 is for longer-term corridor development projects. Neither requires a non-federal contribution to leverage the federal dollars.

Regardless of what rail system is built, the economic benefits will be significant.

“According to an analysis conducted for the nine-state Midwest Regional Rail Initiative, an improved passenger rail system will bring more than 4,500 permanent new jobs to Indiana, generate an additional $86 million of extra household income, and bring $2.3-$3.5 billion in user benefits to the state,” said Dana Smith, Director, Chamber of Commerce/Greater Lafayette Commerce, and an Indiana High Speed Rail Association board member.

In INDOT’s Track 1 request is $71.4 million for the Indiana Gateway project, which will fund track construction and other capacity enhancements to Norfolk Southern Corp.’s busy Chicago Line between Porter, IN and the Windy City. NS operates 90 freight...
Train of Thought

Executive Director Ken Prendergast

With the ink not yet dry on Amtrak’s draft 3C “Quick Start” passenger rail plan, representatives of the Ohio Trucking Association, Ohio Petroleum Marketers Association and the Ohio Contractors Association were making the rounds at the State House telling legislators what a bad deal trains would be for Ohio. Among the fears they sought to stir up was that 3C trains would take money from roads and transit.

The truth is that neither the Ohio Department of Transportation nor its Ohio Rail Development Commission seeks to tap any highway or transit money for 3C Corridor trains. Just as confusing, why would truckers (who have recently lost market share to freight railways), the petroleum industry (which has become probably the most hated industry in recent years) or a road builders group (whose membership is waning from company consolidations and closures) be so fearful of a rail project they claim would fail?

Perhaps because they really fear it would succeed?

Instead, the Three Amigos of the highway lobby blasted the 3C passenger rail project because it would carry “only” 478,000 passengers in its first year. The highway lobby argues that is not enough for the rail project to warrant funding in competition with flexible surface transportation funds.

But it is not competing with those funds. Rather, rail projects are competing with rail projects for a portion of $8 billion in federal stimulus funds that can only go to passenger rail projects nationwide. Only anti-rail groups, ideologues and elected officials who aren’t interested in doing their jobs would fail to bring this bacon home to Ohio.

Each railroad investment will be judged on its own projected benefits. The same was done when the federal government, not private enterprise, launched the Interstate highway system. It wasn’t sought to ease congestion on transit systems and railroads (though many say it secretly was). Instead, it was sought to produce economic benefits in excess of the public investment.

What is really going on is the highway lobby’s voracious appetite for more pavement and public dollars has collided with a five-year-long (and counting) decline in driving and corresponding declines in gas tax revenues. And it’s not just the federal Highway Trust Fund’s insolvency that’s caused the highway industry to raid federal general taxes in unprecedented amounts – ie: $15 billion to shore up the Highway Trust Fund (with more bailouts to come) and $29 billion in stimulus funding for roads and bridges. That doesn’t even include $81 billion to bail out GM and Chrysler.

That’s a lot of subsidy for an industry which claims to be self-sustaining and part of the free market. These and other immense subsidies can be justified if there is an economic payback – and there may well be one.

But there is also a strong economic argument to make for the state seeking 3C passenger trains. A one-time start-up cost of $500 million in 100-percent federal funds will also create freight railroad infrastructure that can take up to 400,000 truck-miles off Ohio roads and bridges each year.
The Ohio Association of Railroad Passengers (dba All Aboard Ohio) is incorporated in Ohio as a non-profit association and exempt from federal income tax under the IRS Code, Section 501(c)(3) as a publicly supported educational organization. Dues and donations may be tax-deductible in accordance with the IRS Code.

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An introductory one-year membership in All Aboard Ohio includes a subscription to the *Ohio Passenger Rail News*, plus action alerts, notice of rail-oriented events, and local meetings. (Dues and contributions to All Aboard Ohio may be tax deductible.)

Mail this application with a check or money order to:
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Will Ohio travel options join those in rest of modern world?

“Quick Start” from page one

cation includes an environmental assessment, making it eligible for federal funds. Many applications lack environmental documentation and, thus, aren’t eligible.

Ohio Gov. Ted Strickland and nearly 200 cities, companies, chambers of commerce, organizations and influential persons have gone on record as supporting 3C “Quick Start” trains to promote economic development that boosts jobs, property values and vibrancy in cities and towns while respecting the environment and constrained petroleum supplies.

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Ohio’s 3-C “Quick Start” is just that, a start. It’s a 79 mph first step toward faster trains. High-speed rail has never been built anywhere in the world without a conventional-speed precedent. Ohio is 0-4 since 1977 in trying to go from 0 to 100+ mph. High-speed rail isn’t just a project—it’s a cultural evolution.

The first step is three round-trip trains a day in the 3C Corridor, which has two-thirds of the state’s population within 15 miles of the rail line. Nearly 1 million residents in the corridor do not drive due to age, health or financial disability, the high cost of owning a car or personal preference.

Rail critics ignorantly say Greyhound is a perfectly suitable alternative. They are likely unaware that Greyhound with overcrowding, Greyhound charters extra buses, puts 3C passengers on standby, or charges a $5 priority seating fee.

There is no affordable airline alternative. Delta and Continental airlines charge round-trip 3C Corridor fares from nearly $400 to more than $700 while airport security screenings eliminate the planes’ speed advantage. About 2.5 million people travel between the 3Cs every year (not including short-distance commuters) of which 2 million trips are by car, many for want of better alternative, ODOT says.

Thus it should be no surprise that Amtrak predicts it will attract 478,000 travelers to 3C trains in the first year and 600,000 in the fifth year. Nearly four out of five 3C train riders will likely be former motorists. The rest will probably be split among former bus, plane and new travelers, based on the ORDC’s Ohio Hub Study from 2007.

Given that the train will be less expensive to ride than any other mode of travel, Ohioans could save $36 million in travel costs in the first year of 3C service. Increased consumer spending will result in a direct economic benefit of $11 million per year from having this more efficient transportation service. That is a great investment for taxpayers.

A big reason for the high ridership is low fares—the most important draw for travelers, studies show. Amtrak expects to charge about $60 for a round-trip ticket between Cleveland and Cincinnati, or half that for Columbus trips. Frequency of service and reliability are the next biggest draws for travelers. Speed comes fourth, which is why the unpromising proposed schedule of three hours for travel between Columbus to Cincinnati or Cleveland isn’t a big drag on projected ridership.

Additional improvements to tracks and railroad signals will be sought to reduce travel times, ORDC officials say. In its draft plan, Amtrak cited the large number of colleges and universities along the 3C Corridor as a reason for its high ridership estimate.

Trains will offer amenities that driving our own cars on Interstate 71 won’t offer—such as being able to relax, sleep, work, meet, socialize, e-mail, text message, safely talk on your cell phone, enjoy leg room, not worry about the weather, get up and walk around, or eat a hot meal and sip a cold beverage.

When we get to our destinations, there will be regular route buses, downtown loop buses, light-rail, airport shuttles and taxis at 3C stations that are proposed to be, for the most part, put at convenient locations.

The most important part of the 3C “Quick Start” plan is the federal stimulus funding. It will allow Ohio to catch up very quickly to other states by using 100 percent federal funds to get a basic level of service up and running. Once the service is in place, it can be improved, enhanced, upgraded and expanded, including to other parts of the state.

But the hardest part will be breaking through the skepticism, disinformation and inexperience. Once that breakthrough happens, Ohio will have made its first step in joining the rest of the modern world by providing transportation that’s more inclusive and civil while making historic town centers more vibrant and the state’s economy a little less vulnerable to volatile fuel prices. And what a great breakthrough it will be.

Chicago-Toledo-Cleveland basics

- Length of route — 350 miles
- Population within 15 miles of route — 10 million
- Households without cars — 900,000
- Track-owning host railroads — CSX, M&W, NS, RailAmerica
- Current passenger rail service — Amtrak, four daily trains
- Current scheduled running time, end to end — 6h05m to 7h05m
- Proposed passenger rail service — 16 daily trains
- Proposed scheduled running time, end to end — 4h22m
- Capital costs for infrastructure — $2.5 billion
- Capital costs for track upgrading — unknown

3C “Quick Start” rail basics

- Length of route — 255 miles
- Population within 15 miles of route — 6 million+
- Households without cars — 500,000
- Track-owning host railroads — CSX, RailAmerica, NS
- Current passenger rail service — None
- Current scheduled running time, end to end — No Service
- Proposed passenger rail service — Eight daily trains
- Proposed scheduled running time, end to end — 6h30m
- Capital costs for infrastructure improvements — $238.2 million
- Capital costs for track upgrading — $61.4 million
High cost of owning a car or personal preference.

Rail critics ignorantly say Greyhound is a perfectly suitable alternative. They are likely unaware that Greyhound has largely abandoned 3C and other short-distance travel corridors nationwide despite regularly overselling their 3C Corridor buses two and three times over. To cope

Train Projects from page one trains over this line while Amtrak adds 14 daily, including Michigan corridor trains and Amtrak’s daily Chicago-East Coast trains via the Ohio cities of Bryan, Toledo, Sandusky, Elyria, Cleveland and Alliance. NS will contribute $4.1 million to this project, for which INDOT has recently completed environmental documentation making it eligible for federal funds.

Plus, INDOT has requested $71 million for Tier 1 Programmatic Environmental Impact Statements and Tier 2 preliminary engineering for the implementation of 110 mph trains in the CTC Corridor ($49 million) as well as Chicago, Lafayette, Indianapolis and Cincinnati ($22 million). INDOT has indicated in its federal applications that the Chicago-Toledo and Chicago-Indianapolis portions could be completed first. For more information, go to www.in.gov/indot/3066.htm on the Web.

These are separate from an application of interest filed Sept. 14 with the U.S. Department of Transportation by the French national railroad SNCF to implement 220-mph service in East Coast, Midwest, Texas and West Corridor projects by 2018. Its initial Midwest corridor is proposed to link Milwaukee, Chicago, Fort Wayne, Toledo and Detroit, with a Toledo-Cleveland branch opening by 2020. A Chicago-Indianapolis-Cincinnati route would follow several years later. However, there is no apparent funding behind this effort.

Little is known about INDOT’s $2.8 billion request for CTC Corridor high-speed rail. As of this writing, no documents were filed on the state’s Web site to provide further details and INDOT officials did not return calls seeking information. However, based on past studies and the dollar amount of the request – about $8 million per mile for the 350-mile route – it is likely that 110 mph is the probable top speed. Some sections engineered for 125-mph or higher speeds might be included. New passenger tracks built separate from freight tracks would be needed for speeds above 90 mph.

Here is what Ohio’s other neighbors are doing with regards to passenger rail development:

**Michigan**

- **Track stabilization & acquisition** – MDOT seeks $251 million for a $100 million long-term lease from NS plus track and signal improvements to keep the Dearborn-Kalamazoo section from decaying to 30 mph.
- **High-Speed Phase 1** – Sought is $413.6 million to increase train speeds to 110 mph from Porter, IN to Dearborn, MI, as well as doubling service to 12 daily trains.
- **West Detroit connection track** – This involves $48.6 million for track and signal improvements to a 4.6-mile segment through Detroit’s New Center Station area.
- **Detroit Intermodal Freight Terminal external projects** – MDOT wants $72.9 million to accommodate up to 20 Amtrak trains and 15 Detroit-Ann Arbor commuter trains daily through seven congested railroad junctions in Southeast Michigan.

**Pennsylvania**

- **Keystone Corridor Phase 1** – PennDOT seeks $300 million to construct and improve tracks, electrical power systems, signal systems and nine stations from Harrisburg to Philadelphia.
- **Keystone Corridor Phase 2** – Another $700 million is requested to install concrete ties, Positive Train Control, electrical power improvements and 125-mph trains.
- **Pittsburgh Maglev Project Phase 1** – A total of $5.25 billion is sought for a 43-mile link between Pittsburgh’s airport, downtown and Greensburg.
- **Scranton-New York Phase 1** – PennDOT wants $400 million for the first phase (133 miles from the Delaware Water Gap to Hoboken, NJ) of the $551 million project.
- **Pittsburgh-Harrisburg Feasibility Study** – A $1.5 million plan will assess work needed to increase service to eight daily round trips and speeds to 110 mph.
Analysis of the state’s plan by All Aboard Ohio

Stalwart Ohio passenger rail advocates have been waiting several decades for the Buckeye State to join the growing number of competing regions and states in offering quality, attractive passenger trains to its citizens and visitors. But is the plan submitted by the Ohio Department of Transportation and the Ohio Rail Development Commission to the Federal Railroad Administration on Oct. 2 a good plan? Is it a plan that can overcome the intense competition posed by 39 other states seeking $102 billion from an $8 billion pot of stimulus money?

Clearly the competition is tough. Many states have long histories of financially supporting passenger rail and proven track records of success whereas Ohio does not. As an investor of tax dollars, the Federal Railroad Administration is looking for sound investments to create jobs and get the nation’s economy back up to speed. But there are also 26 states like Ohio with little or no track record that are requesting stimulus funding. Many of those states have not completed their planning, namely an all-important environmental assessment, to be eligible for federal funds. Ohio has.

Environmental assessment consultant Parsons Brinckerhoff managed to get the year-long screening of alternative routes and station sites done in two months. Woodside Consulting performed an analysis of rail corridor traffic patterns to see how 3C passenger trains could fit into them and what additional tracks are needed and where. And Amtrak conducted the market analysis, service plan, operating revenue and cost estimates, and the start-up costs for infrastructure, stations and support facilities.

Here is what All Aboard Ohio President Bill Hutchison, on behalf of the Board of Directors, said in the association’s official comments to the U.S. Department of Transportation about each aspect of the state’s plan and federal funding application:

**Fares:** Surveys on other routes nationally show that the issue foremost in importance among prospective passengers are the fares, and Amtrak’s estimated fares for the 3C “Quick Start” service would be just under 12 cents per mile. This is right in the middle of Amtrak’s fares of 8-14 cents per mile for its other Midwest trains. A low fare is needed for this new service to draw passengers from its competition – primarily motorists whose perception, however mistaken, is that their biggest cost of driving is the gasoline they must buy for that trip.

**Route:** The state’s preferred route is highly regarded by All Aboard Ohio as being the most direct, serving the greatest population but at the lowest infrastructure costs. That is the reason why the preferred route was historically the most heavily traveled passenger rail route linking the state’s three largest cities. An Akron routing was considered but would add 1 hour, 22 minutes and subtract 100,000 riders annually. ODOT/ORDC offered positive guidelines for the route study and we believe the options were fairly screened. The preferred route has a large population of more than 6½ million residents with many colleges and universities served – a recipe for success.

**Schedule:** Amtrak’s proposed schedule for the four daily trains needs improvement in two ways. First, the 6½-hour end-to-end travel time is more than an hour slower than the last 3C train schedule on this 255-mile route in the late 1960s. Granted, traffic and infrastructure have changed greatly on this corridor in 40 years. But for the large amount of money being invested in this corridor, a 39-mph average speed seems very conservative. All Aboard Ohio would like to see a faster schedule implemented as soon as possible after the trains are on the 3C tracks.

Second, the actual schedule of departures is a good start, but has a bad end. While the morning departures are suitable for reaching morning meetings in Cleveland, Columbus or Cincinnati, All Aboard Ohio is not happy that the last train of the day from Cleveland leaves at 10:20 p.m., well after many people would have finished their work and gone home.

**3C Corridor station stops will be added in three phases. Six stations will be in the first phase: Downtown Cleveland; SW Cleveland, Downtown Columbus, Downtown Dayton, Sharonville and Cincinnati. Two more stops will be added once screening of sites is finished: Downtown Springfield and Riverside for the U.S. Air Force base and museum. In the third phase, site assessments will be conducted to add three more stations: Hamilton or Middletown, North Columbus (Worthington, Crosswoods or Delaware) and North Central (Galion or Shelby). An Akron routing was considered for all trains but it would add 1 hour, 22 minutes of travel time and subtract 100,000 annual riders. The first priority is to get trains on the tracks, then expand services, routes and stations.

tight application deadline, the environmental assessment for additional stations couldn’t be done in time. Thus other stations will have to be added later. Those include downtown Springfield and a weekends-only station at Riverside, near the U.S. Air Force Museum. More and faster trains will allow other stations to be added, including Hamilton or Middletown, North Columbus, and a North Central station (ie: Galion or Shelby) near Mansfield. All Aboard Ohio is supportive of these station location decisions and the need
State support for 3C: $17M; benefit: $111M+

With 3C “Quick Start” passenger trains slated to be the least expensive way of traveling in Ohio’s most populous travel market, Ohioans could end up saving more than $36 million per year, or double the state’s proposed contract with an operator to run the trains. That’s just part of the economic impact story according to a new report released today by the nonprofit educational organization All Aboard Ohio.

Ohioans will still be making trips in the Cleveland – Columbus – Cincinnati (3C) Corridor but for less money. Those savings, plus increased travel resulting from the 3C “Quick Start” trains, could stimulate additional consumer spending of $111 million per year. In other words, the annual economic benefit of 3C “Quick Start” would equal the estimated one-time start-up investment of up to $517 million in less than 5 years, and exceed the combined start-up investment and cumulative annual operating contract payments in just 5½ years.

“With numbers like these, 3C “Quick Start” passenger rail plan is clearly an economic stimulus. It really is time to get Ohio moving on passenger trains!”

As impressive as these benefits are, they do not include spin-off benefits such as from the construction and operation of the 3C “Quick Start” passenger rail service, or from real estate developments and increased property values around stations. For example, the state of Maine invested less than $100 million in its “Downeaster” train service which triggered more than $7 billion in new construction investment, almost 7 million square feet of new commercial space and 18,000 new jobs.

See the full report at: http://members.cox.net/ohiohsr/Traveler-economic%20benefits%20from%203C.pdf

The state’s $17 million annual operating support for the 3C trains would represent just 0.4 percent of the Ohio Department of Transportation’s budget. Less than two percent of ODOT’s $3.8 billion budget is spent on transportation modes other than roads. No funding will be diverted from road or public transit projects to pay for 3C trains.

“Ohio needs to do more to provide an expanded and interconnected rail and transit system for the 2½ million Ohioans who don’t drive because of age, health, the high cost of driving or personal preference,” Mr. Hutchison said, citing U.S. Census data as well as recent surveys of young professionals. “These people matter greatly to Ohio’s economic future yet they aren’t able to fully participate in the state’s economy. And the Census says the number of Ohioans needing way of getting around without a car will grow by 10 percent by 2030.”
"Quick Start" a great start

From page four

station and servicing facility located on the right of way of the former Sharonville hump yard to the west of Norfolk Southern’s current yard. This could also be an ideal high-speed rail right of way to bypass the existing yard away from freight activities, unlike Amtrak’s proposed bypass on the east side of the yard which would be adjacent to active freight tracks.

As a follow-on to the Sharonville temporary southern terminus, All Aboard Ohio recommends seeking additional funding, or saving money on excessive equipment acquisition costs (more on that later), to possibly afford capacity enhancements that will allow 3C “Quick Start” trains to reach Cincinnati Union Terminal (CUT), Amtrak’s existing station in this city. Although All Aboard Ohio has not conducted an operational analysis of rail traffic on the last 5-10 miles approaching CUT from the north, we discovered some interesting track layout configurations which likely contribute to traffic congestion.

Two “chokepoints” exist – one on CSX’s Cincinnati Terminal Subdivision just north of NA Junction where it diverges from NS’s Dayton District; the other below the Hopple Street overpass next to Queensgate Yard. CSX’s Cincinnati Terminal Subdivision has 1,500 feet of single track just north of NA Jct. which undoubtedly causes northbound traffic congestion on the tracks to be used to access CUT. All Aboard Ohio proposes that this should be double-tracked.

The Hopple Street chokepoint forces the three main tracks on either side of this roadway overpass to narrow to two main tracks for just 900 feet. The reason is so the tracks can fit past a Hopple Street bridge support. All Aboard Ohio proposes to relocate this support slightly to offer an entirely triple-tracked bypass of Queensgate on the east side of the yard where CUT is located.

Finally, All Aboard Ohio proposes that a fourth main track measuring 14,000 feet in length be added from R1 Tower at the north end of Cincinnati’s Queensgate Yard to NA Jct. to increase fluidity of passenger and freight traffic in this area. A third main track was added in this area in the mid-1990s using a mix of CMAQ and railroad equipment ages. It should be noted this facility is planned, not only for the maintenance needs of the initial 3C Corridor, but also for the future Cleveland Hub System with passenger train service proposed to be initiated from Cleveland to Pittsburgh, Buffalo, Detroit, and other points.”

Also, existing Amtrak trains, such as the Lake Shore Limited at Cleveland and the Cardinal (which should be turned from thrice-weekly to daily) at Cincinnati should be rescheduled to connect with 3C trains to further enhance through ridership and revenues.

Additionally, Amtrak proposes trains of approximately 300 seats per consist of five coaches and one food-service car which also could have business-class seating. The projected ridership of 478,000 in the first year amounts to an average of 163 passengers per each of eight departures daily. While that is a 54 percent load factor, it should be noted that Amtrak predicts ridership will rise to 600,000 passengers after five years, or about 211 passengers per departure for a robust 70 percent load factor. That is slightly better than most other Midwest route load factors. Thus, Amtrak’s proposed equipment consist seems appropriate; the projected acquisition cost is not.

**Operating costs:** Amtrak has estimated operating costs of $80,000 a day for the eight departures. Train-mile costs to the host railroads will run an estimated $10,000 a day, which leaves another $70,000 for maintenance, crew costs (less than $11,000 a day), reservations, station costs, and corporate overhead. At these rates, including Amtrak’s bloated training costs which it also attempted to put on Ohio for the 2-C Corridor project a decade ago, Ohio could probably do better with a non-Amtrak operator than the high costs of Amtrak operations. All Aboard Ohio urges ODOT/ORDC to significantly reduce the $5.9 million training costs as it did in negotiations during development of the unrealized 2-C Corridor project.

A large source of operating costs in the $70,000 figure is likely due from the major maintenance facility proposed to be built at Cleveland for about $55 million. Undoubtedly this facility is needed for the proposed multi-
A large source of operating costs in the $70,000 figure is likely due from the major maintenance facility proposed to be built at Cleveland for about $55 million. Undoubtedly this facility is needed for the proposed multi-route Ohio Hub System which would have a number of trains focused on Cleveland. But because 3C “Quick Start” would bear the whole cost of supporting this facility at the outset, the operating performance of these trains appears much worse.

Ironically, if Amtrak operated more trains into Cleveland to connect with the 3C “Quick Start” route and to share the costs of the Cleveland maintenance facility, the 3C operating revenues would likely rise from the added connections and 3C’s costs would likely decline. Thus, All Aboard Ohio recommends negotiating with Amtrak to use part of its estimated $17 million per operating contract to extend trains into Ohio from surrounding states. These could include Amtrak’s Pennsylvania for Pittsburgh via Youngstown, an Empire Corridor train from Buffalo via Erie and a Wolverine Service train from Detroit via Toledo.

Amtrak seemed to acknowledge this in its report, stating: “Therefore, this study recommends the construction of a shop and repair facility in Cleveland to perform all maintenance, repairs, washing, fueling and sanding, as well as layover and turnaround servicing, for the entire fleet of 3C cars and locomotives. This should include the capability in future years to perform heavy repairs as well as light repairs and maintenance.”

Conclusion: Although All Aboard Ohio believes this project carries a high price, tag, it is a rational starting point for Ohio’s first passenger rail service. As noted, some of the excessive equipment costs might be saved to afford infrastructure improvements that could increase ridership, such as serving Cincinnati Union Terminal. And the 3C trains might enjoy lower operating costs and higher revenues that could be used to sustain an expanded number of connecting trains at Cleveland that would enhance the operating performance of the 3C “Quick Start” service.

Furthermore, All Aboard Ohio encourages ODOT/ORDC to discuss with Amtrak what operating costs are truly needed as well as what activities Ohio can take on instead. For example, states like California and North Carolina took over route advertising, certain management activities and public relations from Amtrak and saw the trains’ operating performance improve significantly.

All Aboard Ohio finds enough in this plan to like, not the least of which is getting trains on the tracks in the 3C Corridor at 100 percent federal funding. Even at the cost of $564 million – which keeps getting more costly the longer we wait – having trains on the tracks will allow Ohio to improve the services. It truly is the start Ohio needs to get a more advanced system on track to link the Chicago Hub corridors with the Northeast Corridorbased routes as part of a national rail network.

They said it!

“A modern transportation system that includes passenger rail service enhances the quality of life for those in its proximity, revitalizes our cities and boosts the economic development and growth potential of a region.”

— Phil Parker, President and CEO, Dayton Area Chamber of Commerce

“We need the type of jobs in Ohio that this rail transformation project would create. Our skilled trades workforce is highly productive and works hard-in-hand with business and government. We are ready to get to work to enhance Ohio’s transportation options and build a quality, first-class system that taxpayers and users will be proud of.”

— Joseph P. Rugola, President of the Ohio AFL-CIO

“As the president of The Ohio State University, I am privileged to see first-hand the abilities and dedication of the next generation of college graduates. Ohio’s plan for passenger rail in the region will provide a critical physical link to enhance the development of the emerging knowledge economy.”

— Dr. E. Gordon Gee, President, The Ohio State University

“Let’s all jump on board this 3C plan and realize that today we, together, have an opportunity to play a significant role in creating the Columbus of tomorrow.”

— Paul Astleford, President and CEO, Experience Columbus

“For many many years we’ve been talking about sustainability. We’ve been talking about the need to diversify our transportation system. We’ve been talking about the fact that if we truly want to be competitive internationally you have to have a multimodal transportation system that doesn’t just rely on highways and air transport. But, today it is now more than just conversation...We have seen major change in Washington.”

— Cincinnati City Councilwoman Roxanne Qualls

“Ohio’s plan would build a foundation for economic competitiveness in some of our state’s most economically distressed cities. These urban cores represent Ohio’s centers of commerce, education and research, all of which can be better connected to a ready and mobile workforce with passenger rail.”

— Joe Marinucci, President and CEO, Downtown Cleveland Alliance
All Aboard Ohio’s President

3C Quick Start: Service we can use?

By Bill Hutchison
President, All Aboard Ohio

Right now, things are humming for the proposed Cleveland-Columbus-Dayton-Cincinnati “3C” Corridor. Planners at The Ohio Department of Transportation (ODOT) and the Ohio Rail Development Commission (ORDC) scrambled to meet the Oct. 2 deadline to submit Ohio’s proposal for stimulus funds for the project. Studies by Amtrak and others to analyze the route have been underway for some time and have just been released.

The Amtrak route study, in particular, has been awaited with great interest for several months by all involved and it paints an interesting picture of what will be needed to get the corridor running and who will ride it. The study anticipates that 478,000 people will ride four daily 3C round trips at a startup cost of about $517 million. Of that latter amount, millions would be pumped into capital projects to increase capacity, in the form of new sidings and other work.

The report also notes that the 3C Corridor has a large population base, which will make the route a success. The Cleveland/Akron/Elyria MSA has a population of 2.9 million, making it the 15th largest in the country. Columbus is at 1,733,000, Dayton at 837,000 and Cincinnati is 2,155,000. The total population for 3C is 6,853,000 out of a state population of 11,486,000, which means this is a market for passenger rail that is just waiting to be tapped.

Interestingly, Amtrak makes note of its present service to Cleveland and Cincinnati, calling it “inconvenient.” This raises another issue: How to maximize the ridership and market for the 3C Corridor by expanding its reach. The best way to do that is to have it connect at each end with other Amtrak services, but those operate through Ohio in the wee hours at unmarketable times.

The proposed schedule for the 3C Corridor is another question mark. Although the Amtrak study calls for a total of four daily 3C Corridor round trips, only two are through trains running the length of the route. The other two are stub trains meant to cater to Columbus-Cleveland or Columbus-Cincinnati short-hop trips.

Serving short hops isn’t a bad idea, but when the last train to Cincinnati from Cleveland leaves at 11:30 a.m., something is wrong. In my view, we must have an afternoon train leaving each endpoint about 4 p.m., with a 10:30 p.m. arrival at the other end. Years ago when George Voinovich was Ohio’s governor, All Aboard Ohio’s predecessor the Ohio Association of Railroad Passengers proposed three through trains and the two short hops and did it with only four sets of equipment.

Under that proposal, we called for morning and afternoon round trips from each endpoint, using two sets of equipment. We also proposed a Columbus-Cleveland morning train, which doubled back to Cincinnati midday, with an evening return to Columbus. Another train would have run Columbus-Cincinnati, doubling back to Cleveland, with a late Cleveland-Columbus return.

This way, all markets would be served at ideal times and that means added ridership, thus ensuring success. Trains must run when people want to ride. This is a lesson learned in many places, especially the Capitol Corridor in California, which experienced explosive ridership growth when trains were added at convenient times. We must follow this example in Ohio.

If we are to spend millions of dollars to get 3C going, we must enhance its success by scheduling service to be of the greatest possible use to its riders. Again, we must also connect both ends of the corridor with the rest of the Amtrak system. I hope Amtrak and others will realize that and make moves to reschedule, extend or add service into Ohio from other states to create the beginnings of a conveniently scheduled network. This is also important for areas of Ohio that aren’t served by the 3C Corridor.

There should be a connection to the east at Cleveland for 3C trains. For example, a 4:15 p.m. train out of Cincinnati should run to Cleveland and connect with a new or rescheduled Chicago-New York train for a morning arrival in the latter city and vice-versa. We had that possibility before the Lake Shore Limited was rescheduled years ago to run through Ohio at night. Some way should be found to address this issue.

Amtrak has done a terrific job with this study, giving us a clear idea of what it will take to bring rail passenger service back to the 3C Corridor. They deserve credit for that and I’m also sure there will be an opportunity for further input on any number of subjects, including scheduling. However, I do think there needs to be more vision of the part of Amtrak and others to make this corridor not just a success, but an example for others to emulate.

The “vision thing,” as George H.W. Bush called it, is as important as any report. It’s a must if we are to succeed.
West Shore rail project goes legit

All Aboard Ohio is very grateful to the Northeast Ohio Areawide Coordinating Agency’s Board of Trustees for agreeing to help fund an Alternatives Analysis of possible public transportation improvements in the West Shore Corridor.

Over a period of about one year, analysis will identify and compare the costs, benefits and performance of different technologies for providing commuter rail service using existing rail corridors or for enhancing bus services. Just as important, the analysis will identify the consequences of making no major public transportation improvements in the busy travel corridor west of downtown Cleveland through the lakeshore communities of Cuyahoga, Lorain and Erie counties.

NOACA’s board on Aug. 15 unanimously agreed to commit $34,600 for the final portion of non-federal funding for the alternatives analysis, which is the first step in the federal transportation planning process.

It will match $34,000 raised locally by the Coalition for the Alternatives Analysis and the West Shore Commuter Rail Task Force. The combined amount of $68,600 will comprise the mandatory 20 percent local match needed to leverage a $343,000 federal earmark secured by U.S. Rep. Betty Sutton (D-13).

“This is a tremendous step forward to get this important analysis underway to see if this project is eligible for federal funding,” said All Aboard Ohio President Bill Hutchison. “I am thankful to NOACA, Lorain County Commissioner Betty Blair, Congresswoman Sutton and the West Shore Commuter Rail Task Force for their leadership on this issue.”

The Lorain County Commissioners, which is the West Shore Corridor project sponsor, approved a Request For Qualifications to which experienced transportation planning consultants would respond to carry out the West Shore Corridor Alternatives Analysis.

Cincinnati voters: say ‘Nein’ on Nine

All Aboard Ohio’s members and friends in the City of Cincinnati are encouraged to “Vote ‘nein’ On Nine” – Issue 9 in the Nov. 3 election.

All Aboard Ohio’s Board of Directors unanimously passed a resolution putting the organization on record opposing an anti-rail City Charter amendment in Cincinnati. If passed, the ballot issue would require all expenditures by the City of Cincinnati for the construction or improvement of rail passenger service to be subject to a public vote. Download the resolution from an Aug. 10 news release at www.allaboardohio.org.

In its resolution, the board noted the high cost of owning a car, the large number of households in Cincinnati without cars, the inaccessibility of available jobs that are mostly in the suburbs, high ozone pollution due primarily from an overdependence on cars and trucks, the impacts of mobile-source pollution on scaring away manufacturing jobs, and the superior ability of all types of passenger rail (streetcar, light-rail, commuter rail, and intercity rail) to address these issues. Specifically, the board resolved that:

“The board opposes the proposed City Charter amendment as it is punitive and discriminatory against a city-building mode of transport that does not use the horse and buggy, through the public transit system or by personal automobile. It does not support the city’s citizens, businesses, or the environment, and it does not address the increasing costs of owning a car, the high cost of failing to plan for the future, or the impacts of mobile-source pollution on the health of our citizens.”

All Aboard Ohio President Bill Hutchison said these facts should be noted by the Southwestern Ohio Green Party and the Cincinnati chapter of the NAACP which circulated petitions to place the City Charter amendment on the ballot.

“This is very sad to see this happening,” Mr. Hutchison said. “They’re really not thinking this through. Passenger rail has a strong record of bringing economic vitality and environmental quality to urban centers throughout the world. For groups who claim to want these characteristics for Cincinnati yet seek an anti-rail charter amendment is very disappointing.”

The All Aboard Ohio board said the charter amendment would create a barrier to investing in rail passenger and rail transit services that brought billions of dollars in new investment, created jobs and enhanced livability in over three dozen metro areas across the United States in the past three decades. The amendment is proposed as federal and state policies shift in favor of rail, yet Cincinnati could push itself out of the rail picture.
Directory of All Aboard Ohio

Officers

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Bill Hutchison</td>
<td><a href="mailto:buckeyeb2001@yahoo.com">buckeyeb2001@yahoo.com</a></td>
</tr>
<tr>
<td>Past-President</td>
<td>Edward D'Amato</td>
<td><a href="mailto:ejdamato@sbcglobal.net">ejdamato@sbcglobal.net</a></td>
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<tr>
<td>Vice-President</td>
<td>Mark Carlson</td>
<td><a href="mailto:mdcarlson@core.com">mdcarlson@core.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Jack Shaner</td>
<td><a href="mailto:jack@theoec.org">jack@theoec.org</a></td>
</tr>
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<td>Treasurer</td>
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<tr>
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<td><a href="mailto:richnwanda@aol.com">richnwanda@aol.com</a></td>
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<td>Southwest Region</td>
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<tr>
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<td>Vacant</td>
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<tr>
<td>At-Large</td>
<td>Ron Sheck</td>
<td><a href="mailto:ronscheck@gmail.com">ronscheck@gmail.com</a></td>
</tr>
<tr>
<td>At-Large</td>
<td>Brian Boschen</td>
<td><a href="mailto:bkboschen@hotmail.com">bkboschen@hotmail.com</a></td>
</tr>
<tr>
<td>At-Large</td>
<td>Hunter Morrison</td>
<td><a href="mailto:hmorrison3@aol.com">hmorrison3@aol.com</a></td>
</tr>
<tr>
<td>At-Large</td>
<td>Jim Wellman</td>
<td><a href="mailto:jwellman1@hotmail.com">jwellman1@hotmail.com</a></td>
</tr>
<tr>
<td>At-Large</td>
<td>Jerry Wicks</td>
<td><a href="mailto:jwicks@senecio.com">jwicks@senecio.com</a></td>
</tr>
<tr>
<td>At-Large</td>
<td>Judi Craig</td>
<td><a href="mailto:craigj@pbworld.com">craigj@pbworld.com</a></td>
</tr>
<tr>
<td>Executive Director</td>
<td>Ken Prendergast</td>
<td><a href="mailto:kjprendergast@cox.net">kjprendergast@cox.net</a></td>
</tr>
<tr>
<td>Office Assistant</td>
<td>Valerie Selig</td>
<td></td>
</tr>
</tbody>
</table>

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>Contact 1</th>
<th>Contact 2</th>
<th>Phone 1</th>
<th>Phone 2</th>
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<tr>
<td>Northeast</td>
<td>Cleveland</td>
<td>Carole Cohen</td>
<td>216 / 235-3719</td>
<td></td>
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<td></td>
<td>Elyria</td>
<td>Phil Copeland</td>
<td>440 / 365-7970</td>
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<td>Northwest</td>
<td>Toledo</td>
<td>Bill Gill</td>
<td>419 / 536-1924</td>
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<td></td>
<td>Cincinnati</td>
<td>W. Mike Weber</td>
<td>513 / 891-9251</td>
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<td></td>
<td>Dayton</td>
<td>Linda Leas</td>
<td>937 / 253-9448</td>
<td></td>
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<tr>
<td>Central/S.E.</td>
<td>Columbus</td>
<td>Larry Robertson</td>
<td>614 / 459-0359</td>
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</table>

Thank-you, All Aboard Ohio supporters!

Below are some of the foundations, corporations, non-profit organizations, and labor unions that support All Aboard Ohio:

- National Association of Railroad Passengers
- NARP Council of Representatives from Ohio
- Executive Director
- Office Assistant
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 passenger train and transit services in Ohio.”

<table>
<thead>
<tr>
<th>Foundations</th>
<th>Corporate Sponsors</th>
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<td>CLEVELAND Foundation</td>
<td>AECOM</td>
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<td>The Stocker Foundation</td>
<td>LTK Engineering Services</td>
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<td>The Dayton Foundation</td>
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<td>Brotherhood of Maintenance of Way Employee Division</td>
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<td>Transport Workers Union of America</td>
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Give Smart!

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.
Trio of experts are appointed to board

All Aboard Ohio’s Board of Directors got a lot more knowledgeable in recent months with the appointment of three new people. Joining the board were Judi Craig, vice president and area manager of Parsons Brinckerhoff in Cincinnati; Ronald Sheck Ph.D., a retired transportation planner and public policy researcher living in Sylvania near Toledo; and Jerry Wicks Ph.D., professor emeritus of Bowling Green State University and director of Ohio Higher Education Rail Network. All were appointed to at-large seats.

Mrs. Craig manages the Cincinnati-area operations of PB, an international engineering, planning, program and construction management organization. She is currently serving as Project Manager for the Ohio Rail Development Commission’s Cleveland - Columbus - Cincinnati (3C) Corridor “Quick Start” Environmental Assessment. Previously Mrs. Craig served for 15 years with the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), most recently as director of corridor studies where she oversaw the I-71 Light Rail Corridor study and the I-75 North South Transportation Initiative. She also established the Regional Ozone Coalition.

Among his many experiences, Dr. Sheck was urban rail program manager for the Washington State Department of Transportation, president of Transit Solutions in Seattle and in Tampa, Fla. research program director at the Center for Urban Transportation Research at the University of South Florida, director of Transportation Programs at the New Mexico State Highway and Transportation Department, and an associate professor of Geography at the Ohio State University as well at New Mexico State University.

Dr. Wicks has an equally impressive resume. He is also president of Senecio Software Inc., adjunct professor of the Helsinki School of Economics and Business Administration. He was director of BGSU’s Sociology Department for two decades where he oversaw population, market, demographic and sociology studies. He has increasingly explored methods for enhancing data gathering and analysis procedures using the Internet for a wide range of surveying efforts directed toward electronic commerce.

“These are all extremely talented and experienced people to have on our board,” said All Aboard Ohio President Bill Hutchison. “I am thankful they have offered their skills and experiences to us, and I look forward to their contributions to All Aboard Ohio.”

All Aboard Ohio’s
Fall Membership Meeting 2009

Saturday, Nov. 14, 2009
with Full Breakfast and Lunch Buffets

Dayton Racquet Club
29th Floor, Kettering Tower

The Kettering Tower parking garage fee is $5. On-street parking is free.

Directions to the Kettering Tower parking garage

From the North/South
I-75 to 3rd St. Exit, 3rd St. East into downtown to Jefferson St. (7 traffic lights), left on Jefferson St. The Kettering Tower parking garage is on the left.

From the East/West
State Route 35 to Jeffersont/Main St. Exit. Follow Jefferson North. The Kettering Tower parking garage is on the right.

Agenda items
» Jolene Molitoris, Director Ohio Department of Transportation (invited)
» Cincinnati Union Terminal access initiative
» 3C “Quick Start” and CTC rail projects update
» Economic development strategies (invited)

On a 3C train between Cleveland, Columbus, Dayton and Cincinnati
I can be as productive as I am in the office -- or not!

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Get on board today! www.allboardohio.org
Directions to the Kettering Tower parking garage
From the North/South
I-75 to 3rd St. Exit, 3rd St. East into downtown to Jefferson St. (7 traffic lights), left on Jefferson St. The Kettering Tower parking garage is on the left.
From the East/West
State Route 35 to Jefferson/Main St. Exit, Follow Jefferson North. The Kettering Tower parking garage is on the left, just past Third Street.

Once inside the parking garage, take the garage elevator to the Tower lobby. Then take the West Bank of elevators to the 29th floor.

Registration Application
(PLEASE TYPE OR PRINT)

Name(s): ________________________________
Company Name: __________________________
Address: __________________________________
City: ___________________ State ___ Zip: ______
Telephone: (___) __________ E-mail: _________
Enclosed $________ for ______ people at $35.00 per member ($45 non-member)

Agenda items
» Jolene Molitoris, Director Ohio Department of Transportation (invited)
» Cincinnati Union Terminal access initiative
» 3C “Quick Start” and CTC rail projects update
» Cincinnati anti-rail ballot issue - “Vote ‘nein’ on ‘Nine!’”
» Proposed By-Law changes for membership consideration
» Col. Bradley Spacy, 88th Air Base Wing & Installation Commander, USAF

Registration Information
Members: $35  Non-members: $45
(includes breakfast & lunch buffets)
Please make checks payable to:
“All Aboard Ohio”
12029 Clifton Blvd, Ste 505
Lakewood, OH 44107
(216) 288-4983
www.allaboardohio.org

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

October 2009

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<th>Location</th>
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<tr>
<td>13</td>
<td>Rally for Rail with All Aboard Erie</td>
<td>5:00 pm</td>
<td>Union Station</td>
<td>Brian Pitzer 814-440-0617</td>
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<tr>
<td>19</td>
<td>ORDC Retreat</td>
<td>9:00 am</td>
<td>Spring Hollow Lodge, Sharon Woods Park, 1069 W Main St, Westerville ORDC</td>
<td>614-644-0206</td>
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<tr>
<td>21</td>
<td>TMACOG Passenger Rail Cmte</td>
<td>10:00 am</td>
<td>Toledo Amtrak Station</td>
<td>Diane Reamer-Evans 419-241-9155</td>
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<td>24</td>
<td>Columbus Local Meeting</td>
<td>10:00 am</td>
<td>Grandview Public Library</td>
<td>Larry Robertson 614-459-0359</td>
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<tr>
<td>29</td>
<td>All Aboard Ohio/Youngstown-Warren Chamber Noon</td>
<td>Noon</td>
<td>The Youngstown Club, 201 E. Commerce St #450 Youngstown</td>
<td><a href="mailto:jennifer@regionalchamber.com">jennifer@regionalchamber.com</a></td>
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November 2009

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<tr>
<td>14</td>
<td>All Aboard Ohio Fall Members Mtg</td>
<td>9:30 am</td>
<td>The Dayton Racquet Club</td>
<td>Ken Prendergast 216-288-4983</td>
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<td>14</td>
<td>Toledo Local Meeting</td>
<td>10:00 am</td>
<td>Toledo Amtrak Station</td>
<td>Bill Gill 419-536-1924</td>
</tr>
<tr>
<td>19</td>
<td>ORDC Commission Meeting</td>
<td>10:00 am</td>
<td>ODOT Headquarters, 1980 W Broad St., Room GA, Columbus</td>
<td>ORDC 614-644-0306</td>
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<td>21</td>
<td>Columbus Local Meeting</td>
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<td>Larry Robertson 614-459-0359</td>
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December 2009

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<td>TBA</td>
<td>Dayton/Springfield Local Mtg</td>
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<td>The Filling Station</td>
<td>Jim Wellman 937-233-1801</td>
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<td>12</td>
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<td>Grandview Public Library</td>
<td>Larry Robertson 614-459-0359</td>
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<tr>
<td>12</td>
<td>Cleveland Local Meeting</td>
<td>10:00 am</td>
<td>Karl's Inn of the Barrens</td>
<td>Ken DiDonato 216-524-2347</td>
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