Ohio wins $400 million for trains

By Ken Prendergast
Executor Director, All Aboard Ohio

Thanks to the leadership of Ohio Gov. Ted Strickland and bi-partisan backing from Ohio’s Senators and Congresspersons, the nation’s ninth-most densely populated state won $400 million to start passenger rail on its busiest travel corridor and create thousands of jobs.

According to the U.S. Department of Commerce, investing $1 billion in passenger rail service creates 20,000 jobs. On that score, the investment of American Reinvestment & Recovery Act funding in Ohio’s 3C “Quick Start” passenger rail service linking Cleveland, Columbus, Dayton and Cincinnati will create 8,000 jobs. Low-fare rail service will also let travelers keep $36 million of their own money to spend in Ohio cities.

That will generate new economic activity of more than $111 million per year – more than 6½ times the $17 million annual operating subsidy for 3C trains.

Ohio had requested $564 million in no-match federal funding from the American Reinvestment & Recovery Act for trains linking Cleveland, Columbus, Dayton and Cincinnati. Built into that request was a 30 percent contingency. The $400 million awarded represents 71 percent of the amount sought. The neighboring states of Indiana, Michigan, New York and Pennsylvania got less than 2½ percent of their rail stimulus requests funded.

Ohio will tap existing federal grants to cover the first three years of operating costs which require a 20 percent state match, or just $3 million per year.

Most, if not all, of the funding for the 3C “Quick Start” will be invested in improvements to be used by a future higher-speed service. Higher-speed rail will require at least five years worth of planning and engineering before construction can begin. If Ohio waits until the planning is done, it would cost the state at least $100 million in inflation costs and added matching dollars to afford the same capital improvements slated to be paid for now by the no-match $400 million grant.

3C trains will be sped up with additional investments, reducing Cleveland-Cincinnati travel times to less than 3½ hours. Planning work for the higher-speed services could start this year.

Proposed for 3C “Quick Start” are eight trains a day linking the Downtown Cleveland Amtrak station, the Puritas-West 150th Rapid Station near the Cleveland Airport, Downtown Columbus Convention Center, Springfield, Riverside/Wright-Patterson AFB, Downtown Dayton Main Street Station, Sharonville by...
Getting to Chicago faster, more reliably

Projects to speed up Northern Ohio, Michigan trains

More than $200 million in federal rail stimulus funding was awarded to two projects that should speed up and increase the reliability of passenger trains to/from Ohio. The area targeted with stimulus money is commonly referred to as the South of the Lake Corridor located between Chicago and Porter, IN. This 40-mile section funnels passenger and freight rail traffic from the east into Chicago and has become very congested with trains.

The two projects are the $146 million Englewood Flyover in Chicago and the $75 million Indiana Gateway in the northwest corner of its namesake state. The Federal Railroad Administration awarded $133 million from an $8 billion pot of rail stimulus funding to the Englewood Flyover and $71.4 million to the Indiana Gateway. The Illinois Department of Transportation and Metra, the Chicago commuter rail authority, have provided nearly $13 million for an environmental assessment, engineering and design to the Englewood project. Norfolk Southern is contributing $4.1 million to the Indiana Gateway for bridge improvements and engineering costs.

The Englewood Flyover, to be built seven miles south of Amtrak's Union Station and Metra's LaSalle Street Station (both are in downtown Chicago), would put Metra's double-tracked Rock Island District on a bridge above NS's triple-tracked Chicago Line. Currently, the

— See “Rail Projects” on page twelve

CALL TO ACTION

This is our moment. Let's go for the WIN!

You can help by doing two things:

- Beat the naysayers by writing letters supporting 3C trains to your newspaper.

- Be a part of the fight!

- Bring in new All Aboard Ohio members. More members makes us stronger!

Ohio Passenger Rail News
309 South 4th St, Suite 304
Columbus, OH 43215-5428

Ken Prendergast
12029 Clifton #505
Lakewood, OH 44107

Address Service Requested
Train of Thought

Executive Director Ken Prendergast

Envision the developed landscape of Ohio’s green economy in 2020. What do you see? I see vibrant pedestrian- and transit-friendly towns like those of 100 years ago but with some modern distinctions. They have wireless clouds, outlets at parking meters for electric cars and bike stations with lockers and accessories in the central park. They also have train stations here in 2020.

Of course, train stations existed 100 years ago, too. But this one, for the rail service linking Cleveland, Columbus, Dayton and Cincinnati, is different. Trains travel at up to 110 mph, cover the entire corridor in less than 3½ hours, stimulate new markets, brought Ohioans closer together and provide a net fiscal benefit for the state government. I’m sure that was hard for many Ohioans to see a decade ago, in 2010.

Like the state-sponsored services in Maine, Michigan, Missouri, North Carolina, Oregon, Pennsylvania, Washington and others, the 3C rail service began modestly with relatively low average train speeds and a few trains. Yet the $400 million, no-match, one-shot-deal, in federal funds Ohio won in 2010 was a down payment for the higher-speed rail system. Later that same year, the Ohio Department of Transportation began a multi-year planning process to secure even more federal funds but requiring a 20 percent state match for building that enhanced system.

The 79-mph 3C trains were up and running by 2013, thanks to the $400 million in construction funds. But their operations were funded by a different federal grant, one that lasted three years and paid 80 percent of the annual costs, thereby protecting the state’s budget while ODOT developed funding-ready plans for fast trains. Those plans were finished and their construction was funded in 2017, after the federal operating grant expired. ODOT claimed it was good planning that the three-year operating grant expired just as the state was ready to move forward with more and faster trains. Others said it was just a wonderful coincidence.

By 2020, trains were covering the distance from Cleveland to Cincinnati at up to 110 mph, snow or shine. All high-speed rail systems worldwide grew the same way – with a conventional-speed precedent to build up cultural, political and urban support systems.

And 3C began despite the smear campaigns wrought by forces sworn to protect the highway-only status quo. Trains in the starter rail system were filled because they tapped the 3C Corridor’s largest yet least served populations – its elderly, car-less, college students and households sharing just one car. Census data shows these segments comprise 3.3 million people. That’s more than half of 3C Corridor’s population.

The so-called “normal people” – those with travel choices – were becoming a minority as far back as 2000 as Ohioans grew older or were less able to keep up with the rising costs of living, including driving. As the trains were speeded up and increased in frequency, more people with cars began choosing trains more and more.

That didn’t stop the critics. The $20 per-passenger operating subsidy they decried ignored the trains’ $75 per-passenger traveler savings. Each time someone rode the train
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:

All Aboard Ohio
309 South Fourth St, Suite 304
Columbus, OH 43215-5428
# 3C Corridor Mythbusters!

**Background:** The key to making good decisions is having access to accurate information. Unfortunately, in some recent media coverage of Ohio’s proposed 3C Corridor train service, inaccuracies are starting to be reported as fact. So All Aboard Ohio, a nonprofit educational organization with 36 years of experience in passenger rail issues, prepared this document to address some common misconceptions.

**Fact-check us!** We encourage it! Inquire about other states’ experiences with comparable, state-supported intercity passenger rail (ie: Maine, Michigan, North Carolina, Oklahoma, Pennsylvania, Wisconsin, etc). In the end, you will see that Ohio's modest approach to developing passenger rail is not timid or risky, but is a model that has repeatedly proven itself elsewhere in the U.S. and worldwide.

<table>
<thead>
<tr>
<th>Myth</th>
<th>Reality</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ohio’s 3C Corridor is too slow to succeed</strong></td>
<td>Ohio’s 3C “Quick Start” rail service is just that – a starting point. Ten states began all-new state-supported train services since the mid-1980s and all began with average train speeds ranging from 30-53 mph. Low fares (8-14 cents per mile), not speed, are the biggest draw for most rail travelers, per a California Capitol Corridor Joint Powers Board study. Ohio is not unique!</td>
</tr>
<tr>
<td><strong>The proposed train schedule doesn't meet travelers' needs</strong></td>
<td>It is unfortunate that Amtrak's draft schedule, issued for planning purposes, has been considered by many as the final word. ODOT has yet to conduct negotiations with freight railroads or Amtrak to determine the final schedule, average speeds and more. The draft schedule was issued as a starting point for talks, no more.</td>
</tr>
<tr>
<td><strong>If this corridor was such a draw for rail, intercity buses would be crowded.</strong></td>
<td>They are crowded - enough that Greyhound in 2008 instituted a priority boarding fee of $5 at Cleveland and Cincinnati. Others are put on waiting lists and, if available, extra buses are chartered. Greyhound is not so interested in any short-distance markets like 3C. Instead, most 3C buses travel to far-off cities like Dallas or Miami to keep more seats filled longer, blocking out Ohio riders. There is no intercity bus service to Dayton (requires a 50-minute city bus ride out to Trotwood), you cannot get to Columbus before 10 a.m. unless you leave Cleveland at 4:30 a.m., and there are no direct daytime buses between Dayton (Trotwood) and Cleveland anymore. Yet riders continue to fill the buses.</td>
</tr>
<tr>
<td><strong>Ohio lacks the population density for rail.</strong></td>
<td>Population density is not a case for or against rail. See Norway, its 34 PPSM (people per square mile) and its excellent rail system. But we'll play along. Ohio has 267 PPSM, similar to France's 256 PPSM.</td>
</tr>
<tr>
<td><strong>Ohio is going to be stuck with this slow train</strong></td>
<td>Other states’ train speeds, departures and ridership increased with investment. Ohio’s will too. This year, ODOT will do environmental planning over 18-24 months so it can tap more federal funds for 90+ mph trains on five Ohio routes: Cleveland - Columbus; Columbus - Cincinnati; Toledo - Columbus; Toledo - Cleveland; Cleveland - Pittsburgh. These investments will build on the 3C “Quick Start”!</td>
</tr>
<tr>
<td><strong>Who will ride 3C trains?</strong></td>
<td>The same people who are filling trains in 15 other states that sponsor intercity (not commuter!) rail. We’re talking about Maine, Michigan, Missouri, Oklahoma, North Carolina - not just the Northeast Corridor or California! There, ridership more than doubled since their first year because more trains and station facilities were added, trains were speeded up and services were improved. Go see for yourself who's riding!</td>
</tr>
<tr>
<td><strong>Ohio should sidetrack this train for High-Speed Rail</strong></td>
<td>Ohio is 0-4 (1977, 1982, 1985, 1992) in trying to go from 0 to more than 110 mph. No state or nation has either. High-Speed Rail is a major investment that requires evolving a supportive culture, politics, center-city density and a network of connecting and parallel regional rail and local transit services. It takes decades for these support systems to evolve, just as it did prior to the Interstate Highway System or Europe’s HSR. California invested $2.2 billion over 30 years to develop rail to where it could pass a HSR bond issue after prior failures. Illinois, Michigan, Pennsylvania and the Pacific Northwest may be only a few years behind. Ohio is not ready to make the leap to high-speed.</td>
</tr>
<tr>
<td><strong>There will be no local transit when I arrive.</strong></td>
<td>Stations are proposed next to major transit services. Cleveland’s Amtrak station is served by a frequent downtown loop bus. The Southwest Cleveland stop at the Puritas-W.150th Rapid Station is already on the cusp of the bus stop.</td>
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Ohio Passenger Rail News, Winter 2010
### Ohio lacks the population density for rail.

Population density is not a case for or against rail. See Norway, its 34 PPSM (people per square mile) and its excellent rail system. But we'll play along. Ohio has 267 PPSM, similar to France's 256 PPSM (per World Almanac) which has tens of thousands of slow and fast trains. Of America's 17 most densely populated states, all but two have state-supported regional or intercity passenger services: Ohio (9th most dense) and Hawaii (13th). When it comes to rail, Ohio acts like it is an island.

### This will take money from needed public transit.

Transit funding will not be touched. It is only 0.25% of Ohio's $3.8 billion transportation budget. Ohio should reconsider its priorities, however, as it spends less on transit than it does on cutting grass along its Interstates. Existing federal grant dollars will be used to pay 3C's first three years of operating costs starting in 2013. The balance, including subsequent years, will be funded from ODOT's Logo sign program, corridor/train naming rights, advertising revenues, franchise fees for train/station concessions, wi-fi services, etc.

### OK, I can't get my editor to send me to Oregon to go ride a train. Just tell me who is going to ride!

OK, according to the departments of transportation in those other states, the people using their trains are college students (ODOT: 220,000 students attend college along 3C), the elderly (Census: 1.1 million people 65 years+ in 3C and growing!), the car-less (Census: 500,000 people without cars in 3C for physical, economic or personal reasons). That is 3.3 million people total, or half of 3C's population. Plus young professionals, tourists, families, conventioneers and business travelers (especially state workers!) will ride.

### 3C trains are too slow because they go through Dayton, and won't carry enough people because they don't go through Akron.

The Dayton rail corridor is only 8 miles longer and has 1 million more residents along it than the most direct rail corridor via Wilmington which requires more costly improvements. The Akron rail corridor is 49 miles longer than the direct route, will cost $100 million more to improve and add more than 1 hour to the 3C travel time, resulting in no net ridership or revenue gains.

### There will be no local transit when I arrive.

Stations are proposed next to major transit services. Cleveland's Amtrak station is served by a frequent downtown loop bus. The Southwest Cleveland stop at the Puritas-W.150th Rapid Station provides rail access to the city and the airport. The Columbus station will be on the busy High Street bus line to downtown, OSU, etc. Dayton's station will be at Main Street on multiple bus routes including electric trolleys. Both Cincinnati-area stops are next to bus routes to downtown and the universities.

### If 3C made so much sense, it wouldn't need a subsidy.

If roads and airports were cost-effective, they would be privately owned and funded. Instead they are government controlled but private vehicles use them. It is the exact opposite with passenger rail. Nearly all railroad infrastructure is privately funded and owned, incurring huge taxes, interest and insurance costs that roads and airport don't pay. To offset the infrastructure costs, passenger trains are government funded and owned.

### These trains may create some jobs, but they're not worth $400 million

Smart Growth America, the Center for Neighborhood Technology, and the U.S. Public Interest Research Group disagree. They say rail and transit stimulus spending creates nearly twice as many jobs per dollar as highway stimulus projects. Ohio is home to more than 100 rail industry suppliers who would rather do business in their own state than build rail systems for other states and nations. The U.S. Dept. of Commerce says the economic benefit from 3C will be three times greater than the initial capital investment. Traveler savings from having low-cost train service will pump into Ohio's economy $111 million per year - that's five times the state's $17 million annual operating expense.

### Ohio could end up with these trains forever!

Hopefully! The 3C trains will use existing freight tracks that will be improved to benefit both passengers and freight. Because of that, the 3C "Quick Start" by itself doesn't commit the state to anything long-term. If the trains and their infrastructure are nurtured, improved, expanded and speeded up, then Ohio probably will probably enjoy them for many, many decades.

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**THESE MYTHS HAVE BEEN BUSTED**
3C FAQ — ODOT answers the

In January, the Federal Railroad Administration announced that Ohio will receive $400 million in American Reinvestment & Recovery Act funding for the 3C “Quick Start” passenger rail service linking Cleveland, Columbus, Dayton and Cincinnati. Following the announcement the state has been asked dozens of questions about the proposed 3C “Quick Start” service. The Ohio Department of Transportation and the Ohio Rail Development Commission has created a list of answers to the Frequently Asked Questions. For talking points purposes, All Aboard Ohio is sharing these questions and answers from ODOT and the ORDC. Feel free to share these talking points with others who still have questions.

Starting the Conversation:

With the announcement by President Obama and Governor Strickland of $400 million in federal stimulus funding for the 3C “Quick Start” Passenger Rail Corridor, ODOT and ORDC take a major step toward modernizing our state’s transportation infrastructure. The 3C “Quick Start” will change the map: creating economic development opportunities and promoting environmental sustainability. Most importantly, it will put thousands of people to work over the next few years and spark economic development opportunities for years to come.

What makes the 3C “Quick Start” so special? How are you changing the map?

With the goal of launching service by 2013, the 3C “Quick Start” will connect Cleveland, Columbus, Dayton and Cincinnati with daily train service for the first time in 40 years.

The 250-mile 3C Corridor represents the most densely-populated corridor in the nation without any type of passenger rail service.

Currently, Amtrak only has three long-distance trains that run along Ohio’s borders but service in Toledo, Cleveland and Cincinnati is limited, with trains departing and arriving in the middle of the night.

Ohio requested $564 million but received $400 million. Won’t you have to find an extra $164 million to make up the difference?

First of all we want to thank President Obama and the United States Congress for this commitment to Ohio. The competition for these dollars was intense and we are honored that Ohio’s plan was recognized and received one of the larger investments in this round of funding.

When will construction begin?

Major construction will be underway in 2011.

ODOT and ORDC will work with Amtrak and the state’s freight railroads to quantify final investments needed to maximize capacity for fluid freight and passenger operations, and safely provide passenger service at speeds of up to 79 miles per hour.

The $400 million stimulus investment in the 3C “Quick Start” is expected to result in at least 255 immediate construction jobs over a two year period.

Who will ride this train?

According to Amtrak estimates, the 3C “Quick Start” would serve more than 478,000 riders in its first year of operation, making it the 12th largest passenger generator in the nation in its inaugural year.

The high concentration of colleges and universities along the 3C corridor has been recognized as a major component in the potential success of Ohio’s service. Ohio’s 3C “Quick Start” runs near 40 of the state’s colleges and universities, with more than 220,000 students within 10 miles of the proposed train stations.

In 14 other states that operate similar passenger rail corridors, a significant number of riders are on business travel, ranging from 25% to 50% of riders.

Ohio’s 3C “Quick Start” Plan has drawn unprecedented support from citizens and community leaders, business owners and organized labor, sports teams and universities - all committed to supporting this historic effort.

How did you come up with the ridership estimate of 478,000 rider in the first year? Can we really be sure that number is accurate?

The ridership forecast of 478,000 riders in the first year was developed by the independent engineering firm AECOM, an independent engineering firm with 25 years of experience in the transportation industry.

Ridership modeling is based on a variety of factors including

- Willingness to use the train service
- Income levels
- Employment in the area
- Distance from one train stop to the next
- Travel time savings
- Frequency of service
- Cost effectiveness

The ridership forecast is a broad estimate of the market potential and will be developed further over the next two years as we continue the planning and construction phases of the 3C Corridor.
Ohio's stimulus application for the 3C "Quick Start" included a 20 year business model that showed a balanced financial plan, based upon projected operational costs, needed investments, and anticipated revenues. Based on numbers provided by Amtrak, ODOT estimates that annual revenue - including ticket sales - from the initial 3C "Quick Start" service will be approximately $12.2 million each year. It is also estimated that Ohio would need to identify about $17 million in additional annual state investment.

ODOT's federal stimulus application identified non-gas-tax dollars for these operating funds, including:
- Existing federal grant dollars (CMAQ funds) for the first three years of operation, which doesn't start until 2013 (beyond the current fiscal biennium).
- Revenues currently received by ODOT through its blue sign/brown sign program.
- Future revenues from corridor & train naming rights, advertising revenues, franchise fees for on-board and station concessions.
- Local participation through financing mechanisms such as port authorities, tax increment financing districts (TIF) and transportation innovation authorities (TIA).

Won't this investment in Passenger Rail detract from investments in other modes, including transit?

To put this project in perspective, ODOT is currently delivering this fiscal year a $2 billion construction program, representing a 30% larger investment in transportation than in any year in ODOT's history. A similarly large $2 billion program is scheduled for next fiscal year, with the majority of those investments in Ohio's roadways and bridges.

These historic levels of investment were made possible, in part, by the American Recovery and Reinvestment Act, which allowed the state to make significant investments in all of Ohio's modes of travel and shipping, including $180 million in transit equipment (buses, stations, and garages) and operations, $102 million in
Frequently Asked Questions

Transfers between 3C trains and Cleveland's transit system will be convenient with the proposed 3C stop at the new West 150th-Puritas Red Line station. Arriving 3C travelers will be able to easily get to the airport, Tower City Center downtown, University Circle and Shaker Heights station, with four trains arriving and departing from the Columbus station.

Currently, the state is advancing the plans to eight station stops:
- Downtown Cleveland (Lakefront Amtrak Station)
- Southwest Cleveland (current GCRTA Puritas Rapid station)
- Downtown Columbus (Convention Center)
- Downtown Springfield (east of Spring Street overpass)
- Suburban Dayton (near National Museum of the U.S. Air Force in Riverside)
- Downtown Dayton (site of the former Union Station)
- Cincinnati suburb of Sharonville (intersection of U.S. Route 42 and Kemper Road)
- Cincinnati (north of Lunken Airport)

Initial projections by Amtrak show that average ticket price would be about $20 one-way from Cleveland to Columbus, and $18 from Cincinnati to Columbus.

For planning and estimating purposes, Amtrak prepared a draft schedule. However, the next phases of expected time for highway travel of about two-and-a-half hours along the 145-mile route.

For a trip from downtown Cincinnati to downtown Columbus (through downtown Dayton), a ride on the 3C "Quick Start" service is projected to take approximately 3 hours. That competes with a highway travel time of about 2 hours, 20 minutes — along the 130-mile route.

What makes the time on the train competitive is how you use it. The business traveler can be on the phone or connected to a laptop the minute he or she gets on the train. Travel time no longer has to be down time.

When I get to where I'm going on the train, how will I get to my final destination?

ODOT/ORDC is working with local communities on creating convenient and timely connections for travelers at station stops.

Local transit systems have been at the planning table and have expressed their intention to coordinate local transit service with rail service.

Other connections could include links to urban passenger rail systems, airports, taxis, rental cars, bicycles and bike trails.

Why start with 79 mph? Why not 110 mph or faster?

Ohio's eventual goal is for a system of frequent 110-mph trains operating both within the state and connecting to neighboring states.

The 3C "Quick Start" lays the foundation for more and better trains in more Ohio corridors. In fact, ODOT/ORDC committed $7 million in new funding (approved by the TRAC) to begin environmental impact reviews on Cleveland-Pittsburgh, Cleveland-Toledo-Detroit, Columbus-Toledo and the 3C corridors for future 110-MPH service.

Even among the world's premier high-speed rail systems, nations did not make the leap from zero to 200-plus mph in a single step.

While there are different planning and engineering requirements for the various speed scenarios, all began with systems operating at conventional speeds and the 3C "Quick Start" will result in at least 255 immediate construction jobs over the two year period.

Direct employment of 33 workers and an additional 111 jobs connected with the passenger rail operations are expected to continue over the life of the service, based on the experience of existing passenger service operators such as Amtrak.

According to well-documented studies by the U.S. Department of Commerce, every $1 invested in rail infrastructure development generates $3 in total economic output. Based on this formula, the 3C "Quick Start" could add at least $1.2 billion to Ohio's economy.

Ohio's 3C "Quick Start" Plan will enhance Ohio's existing Amtrak passenger rail service along the Chicago-Toledo-Cleveland-Pittsburgh and Chicago-Cincinnati corridors. According to its 2009 fiscal year report, Amtrak employed 31 Ohio residents, with total wages of $4,181,543. This means the average salary of Ohio Amtrak employees is $81,991. Furthermore, Amtrak spent more than $37 million for goods and
price would be about $20 one-way from Cleveland to Columbus, and $18 from Cincinnati to Columbus.

For planning and estimating purposes, Amtrak prepared a draft schedule. However, the next phases of project development will further refine schedules to be responsive to traveler needs.

How did you come up with the train schedule? Some people say the schedule is too limited. How will you make sure the schedule serves the most people?

For planning purposes, Ohio's application included a draft schedule. It is only a draft designed to offer perspective on the frequency and travel times of the 3C "Quick Start" when operations get underway.

ODOT/ORDC is currently updating the draft schedule to demonstrate potential train schedules with greater accuracy.

Modeling for this draft schedule included a comprehensive review of the train's proposed route (including improvements to be made over the next two years) to determine the safest and most efficient traveling speeds.

For the draft schedule, the times for the passenger service were designed to offer the greatest flexibility to existing freight service - limiting passenger service runs to the daytime to provide unlimited access to freight runs overnight.

As we near the start of service in 2013, ODOT/ORDC will review an updated schedule that maximizes rider-ship while maintaining the safest and most-efficient travel times and minimizing impact to freight service.

ODOT/ORDC will soon begin the competitive selection process to determine an operator for the 3C. A proven commitment to safety and customer service will be an important part of the selection process.

It is not uncommon for operators to offer special service for specific events, including major sporting events and tourist destinations.

Won't people just keep driving the 3C instead of taking a train?

The travel time by rail can be competitive with highway driving times.

An early analysis of travel times on potential routes estimated that a trip on the 3C "Quick Start" from downtown Cleveland to downtown Columbus would take approximately 3 hours. That competes with the systems, nations did not make the leap from zero to 200-plus mph in a single step.

While there are different planning and engineering requirements for the various speed scenarios, all begin with systems operating at conventional speeds and incrementally improved performance. This includes gradual upgrades to the existing rail infrastructure and, once trains begin running, incremental improvements to the speeds and schedules.

It is also worth noting that most of the nation's newest and fastest-growing passenger rail corridors currently operate at conventional speeds. What they have learned is that passengers care most about trains that are frequent and on-time, as well as being able to spend quality, productive time to conduct business, rest or read a book while on board.

Isn't the average speed of the train much slower than 79 mph?

While the train will travel up to 79 mph on as much of the corridor as possible, the train will only travel at the safest speed possible, especially at locations where the line crosses existing roadways.

As part of the stimulus investment into the 3C, ODOT/ORDC expects to invest as much as $32 million for major safety upgrades at 270 public grade crossings along the corridor, including active warning devices and lighting systems, gate improvements and installation of median barriers to enhance overall safety for motorists, pedestrians, and cyclists.

Continued safety upgrades along the corridor will allow the train to reach its 79 mph maximum speed for longer durations and increase the average speed.

How can you say this $400 million investment will lead to thousands of new jobs? Is there any proof?

The U.S. Department of Commerce has determined that $1 billion of new rail investment creates 20,000 jobs nationwide - the $400 million 3C "Quick Start" Plan investment will create approximately 8,000 jobs in Ohio.

Based on the amount of construction/improvements identified by ODOT/ORDC to prepare the 3C Corridor for effective and safe passenger service, the investment in Ohio's application included a draft schedule. It is only a draft designed to offer perspective on the frequency and travel times of the 3C "Quick Start" when operations get underway.

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Downtown Dayton’s station, to be built on Main Street near the convention center, will be within a short walk of much of downtown and many bus routes including Dayton’s unique electric trolley buses. The 3C rail service will increase opportunities for new jobs and redevelopment in Ohio’s downtowns.

Leven Porter Assoc., Inc. graphic
## 3C Corridor project comparisons

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Type/Benefits</th>
<th>Cost ($millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Cleveland Connecting Track Replacement</td>
<td>Replace jointed rail with continuous welded rail on the connecting track between the Cleveland station and stop</td>
<td>Improves safety, operating speed and efficiency</td>
<td>$0.50</td>
</tr>
<tr>
<td>2. Mainline Crossoves Replacement</td>
<td>Replace crossties on mainline track, including Cleveland connecting track</td>
<td>Improves safety, operating speed and efficiency</td>
<td>$14.70</td>
</tr>
<tr>
<td>3. Mainline Ballast and Surface</td>
<td>Provide ballast and surface the mainline track and Cleveland connecting track</td>
<td>Improves safety, operating speed and efficiency</td>
<td>$2.90</td>
</tr>
<tr>
<td>4. Berea Connection Track</td>
<td>Construct a new connection track and crossovers at Berea between the NS Chicago Line and the CSX Cleveland Line</td>
<td>Allows the movement of trains between NS and CSX; provides system capacity</td>
<td>$10.80</td>
</tr>
<tr>
<td>5. Greenwich 2nd Main Track</td>
<td>Construct 2nd main track on CSX Greenwich Subdivision CP 54 to CP 71</td>
<td>Adds 17 miles of new mainline capacity</td>
<td>$63.00</td>
</tr>
<tr>
<td>6. CSX Edison Siding</td>
<td>Rehabilitate and extend Edison siding on CSX Columbus Line Subdivision QE 90.8 to QE 93.9</td>
<td>Extends existing siding to add mainline capacity</td>
<td>$12.30</td>
</tr>
<tr>
<td>7. CSX Paget Siding</td>
<td>Construct Paget siding on CSX Columbus Line Subdivision QE 110.8 to QE 112.9</td>
<td>Creates a new siding to add system capacity</td>
<td>$13.50</td>
</tr>
<tr>
<td>8. CSX Powell Road Siding</td>
<td>Construct Powell Road siding on CSX Columbus Line Subdivision QE 125</td>
<td>Creates a new siding to add system capacity</td>
<td>$13.20</td>
</tr>
<tr>
<td>Project Description</td>
<td>Benefits</td>
<td>Cost</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>CSX Powell Road Siding</td>
<td>Creates a new siding to add system capacity</td>
<td>$13.20</td>
<td></td>
</tr>
<tr>
<td>CSX/NS Weber Road Universal Crossovers</td>
<td>Creates a paired track arrangement between NS and CSX, increasing capacity and efficiency</td>
<td>$4.60</td>
<td></td>
</tr>
<tr>
<td>Columbus Station Track</td>
<td>Provides rail service to proposed Convention Center Station</td>
<td>$5.30</td>
<td></td>
</tr>
<tr>
<td>NS Plattsburg-Brooks 2nd Main Track</td>
<td>Creates 5.2 miles of 2nd track to expand system capacity</td>
<td>$15.00</td>
<td></td>
</tr>
<tr>
<td>NS Cold Springs-Enon 2nd Main Line Track</td>
<td>Creates 6.0 miles of 2nd track and crossover to expand system capacity and efficiency</td>
<td>$18.70</td>
<td></td>
</tr>
<tr>
<td>NS Wrights-Miami-Moraine 2nd Main Track</td>
<td>Creates 7.7 miles of 2nd track and crossover to expand system capacity and efficiency</td>
<td>$32.70</td>
<td></td>
</tr>
<tr>
<td>NS Sharonville Yard 2nd Main Track and IORY Connection</td>
<td>Creates 2nd track and crossovers to expand system capacity and efficiency</td>
<td>$27.10</td>
<td></td>
</tr>
<tr>
<td>NS/IORY Sharonville Connection</td>
<td>Improves system efficiency and access to proposed new station</td>
<td>$20.00</td>
<td></td>
</tr>
<tr>
<td>IORY Oasis Line Replacement</td>
<td>Improves safety, operating speed and efficiency</td>
<td>$9.90</td>
<td></td>
</tr>
</tbody>
</table>
## Construction components

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Type/Benefits</th>
<th>Cost ($millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Cleveland Lakefront Station</strong></td>
<td>Improve the pedestrian gate system to provide a greater level of warning device protection for passengers boarding and alighting</td>
<td>Improves passenger safety</td>
<td>$0.33</td>
</tr>
<tr>
<td><strong>2. Cleveland W.150th Puritas Station</strong></td>
<td>Modify existing station, platform and pedestrian bridge; realign track and improve signals</td>
<td>Improves passenger safety, improves access and economic development potential</td>
<td>$2.20</td>
</tr>
<tr>
<td><strong>3. Columbus Convention Center Station</strong></td>
<td>Construct station waiting area; extend track and improve signals; construct platforms and walkway extensions and vertical access; provide fencing and parking</td>
<td>Provides for passenger safety, improve access, and economic development potential</td>
<td>$7.82</td>
</tr>
<tr>
<td><strong>4. Springfield Station</strong></td>
<td>Convert existing freight office; construct platform and roadway access; extend trackage and improve signals</td>
<td>Provides passenger access and economic development potential</td>
<td>$2.79</td>
</tr>
<tr>
<td><strong>5. Riverside Station</strong></td>
<td>Construct a platform and shelter amenities; resurface parking area; improve trackage and signals</td>
<td>Provides passenger access and economic development potential</td>
<td>$2.82</td>
</tr>
<tr>
<td><strong>6. Dayton - Main St. Station</strong></td>
<td>Make station improvements; improve trackage and signals; rebuild platforms and vertical access; provide signage and parking</td>
<td>Provides for passenger safety, improved access, and economic development potential</td>
<td>$5.80</td>
</tr>
<tr>
<td><strong>7. Sharonville Station</strong></td>
<td>Construct a new station, platforms, pedestrian bridge, vertical access, etc.</td>
<td>Provides for passenger safety, improved access, and economic development potential</td>
<td>$4.70</td>
</tr>
</tbody>
</table>
Road crossings along the 3C Corridor tracks will be safer as $55 million is budgeted for improved warning devices, crossing surfaces and visibility at more than 100 road crossings. The goal is to create a "sealed corridor" with full-closure gates and safely allow for the signification of "Quiet Zones" where engineers no longer have to blow their horns.

Left, improved tracks, including new rails will not only improve safety, reduce maintenance costs and provide a smoother, faster ride for passengers, but they will also improve Ohio's freight rail infrastructure.

Construction workers set steel girders for a new railroad bridge on concrete piers. Many widened bridge for added tracks will be needed for 3C "Quick Start" in the next phase, 3C "Higher Speed." Many highway contractors will be called up to help bring Ohio's passenger rail system up to world-class standards.

Highly trained crews hired from within Ohio will operate trains utilizing advanced technology made in Ohio. Our state has 200 rail industry suppliers employing more than 10,000 workers. Improving Ohio's passenger rail system will retain and increase those jobs. Right, dozens of on-board employees like conductors, engineers, attendants and will keep 3C trains rolling as passengers read, work on their computers or relay messages.

### Budget Summary

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Cost (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sharonville Station</td>
<td>Construct a new station, platforms, pedestrian bridge, vertical access, signage, lighting and parking</td>
<td>$4.70</td>
</tr>
<tr>
<td>Cincinnati Lunken Airport Station</td>
<td>Construct station platform and shelter, vehicle drop-off area, and parking lot</td>
<td>$2.62</td>
</tr>
<tr>
<td>Service and Layover Facilities</td>
<td>Construct a primary maintenance facility in Cleveland and layover facilities in Columbus and Cincinnati</td>
<td>$55.00</td>
</tr>
<tr>
<td>Highway Rail Grade Crossing Safety Improvements</td>
<td>Modify circuitry at 268 crossings to allow for minimum warning times where train speeds have been increased; relocate warning devices where additional tracks have been added; provide gates and flashers at crossings with passive warning systems</td>
<td>$55.00</td>
</tr>
<tr>
<td>Acquire New Rolling Stock</td>
<td>Acquire five trainsets consisting of coaches, bistro cars, and locomotive/rear cab control cars for push-pull service</td>
<td>$175.00</td>
</tr>
</tbody>
</table>
Comparing the corridors

### 3C “Quick start”
Cleveland — Cincinnati, OH
Service began operations:

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2013</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>6</td>
<td>more choices</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>250</td>
<td>about the same</td>
</tr>
<tr>
<td>Travel Time</td>
<td>6 hrs, 30 mins</td>
<td>quicker!</td>
</tr>
<tr>
<td>Average train speed</td>
<td>39 mph</td>
<td>much faster!</td>
</tr>
<tr>
<td>Ridership</td>
<td>478,000</td>
<td>lots more!</td>
</tr>
</tbody>
</table>

### RailRunner Express
Santa Fe — Belen, NM
Service began operations: 2006

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2006</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>15 miles</td>
<td>(Albuquerque to Bernalillo)</td>
</tr>
<tr>
<td>Travel Time</td>
<td>30 minutes</td>
<td>2 hrs, 20 mins</td>
</tr>
<tr>
<td>Average train speed</td>
<td>30 mph</td>
<td>39 mph</td>
</tr>
<tr>
<td>Ridership</td>
<td>500,000</td>
<td>1,700,000</td>
</tr>
</tbody>
</table>

### The Downeaster
Portland, ME — Boston, MA
Service began operations: 2002

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2002</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>116</td>
<td>116</td>
</tr>
</tbody>
</table>

### Piedmont Corridor
Charlotte — Raleigh, NC
Service began operations: 1990

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>1990</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>174</td>
<td>174</td>
</tr>
<tr>
<td>Service Frequency (round trips)</td>
<td>1991</td>
<td>2009</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Stations</td>
<td>9</td>
<td>17</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>147</td>
<td>168</td>
</tr>
<tr>
<td>Travel Time</td>
<td>3 hrs, 50 mins</td>
<td>4 hrs</td>
</tr>
<tr>
<td>Average train speed</td>
<td>38 mph</td>
<td>42 mph</td>
</tr>
<tr>
<td>Ridership</td>
<td>400,000</td>
<td>1,700,000</td>
</tr>
</tbody>
</table>

**Capitol Corridor**

Bay Area — Sacramento, CA

Service began operations: 1991

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>16 weekday,</td>
</tr>
<tr>
<td></td>
<td>11 weekend</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>180</td>
</tr>
<tr>
<td>Travel Time</td>
<td>4 hrs</td>
</tr>
<tr>
<td>Average train speed</td>
<td>42 mph</td>
</tr>
<tr>
<td>Ridership</td>
<td>2,000,000</td>
</tr>
</tbody>
</table>

**Cascade Corridor**

Eugene, OR — Vancouver, BC

Service began operations: 1993

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>10</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>310</td>
</tr>
<tr>
<td>Travel Time</td>
<td>7 hrs, 36 mins</td>
</tr>
<tr>
<td>Average train speed</td>
<td>41 mph</td>
</tr>
<tr>
<td>Ridership</td>
<td>185,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Frequency (round trips)</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>17</td>
</tr>
<tr>
<td>Route Length (miles)</td>
<td>466</td>
</tr>
<tr>
<td>Travel Time</td>
<td>11 hrs</td>
</tr>
<tr>
<td>Average train speed</td>
<td>42 mph</td>
</tr>
<tr>
<td>Ridership</td>
<td>775,000</td>
</tr>
</tbody>
</table>
On Sunday, February 21, 2010 the Akron Beacon Journal published the following editorial written by editorial page editor, Michael Douglas. All Aboard Ohio is sharing his comments because many people say we couldn’t have said it better ourselves. Mr. Douglas did his homework and was able to separate the truths from the innuendos and scare tactics put forth by people who may have personal gains to be made by opposing passenger rail development in Ohio.

AKRON BEACON JOURNAL

Will Ohio leave the station?

What other states know about passenger rail

By Michael Douglas
Beacon Journal editorial page editor

Three hours and 23 minutes from Cleveland to Columbus! Six hours and 30 minutes from Cleveland to Cincinnati! Skeptics howled about the schedule that accompanied the recent unveiling of $400 million in federal stimulus money for Ohio to pursue passenger rail in the state.

They ridiculed the top speed of 79 miles per hour, and had more fun kicking the average speed of 40 miles per hour. They hooted about the prospect of just four trains in operation. They warned about the eventual cost.

Jon Husted, the former House speaker, now state senator seeking to be secretary of state, declared the project “could serve as one of the biggest money pits in Ohio history.”

Heavens!

Is this idea really so awful?

A state, and country, interested in reducing its dependence on foreign oil, or easing congestion, or curbing climate change, or saving energy, must look seriously at a role for passenger rail. Ted Strickland described the naysayers as “cheerleaders for failure.” The trouble is, the governor neglected the set-up, the narrative necessary to sell the project.

In the 40s, passengers climbing since 1991 from 100,000 to 390,000 annually. Ditto for places like Illinois, Maine, Missouri and New Mexico. These areas are laying the foundation for high-speed rail. They have been successful beginning with few trains and top speeds in the range of 79 miles per hour. Now Pennsylvania is moving closer to 110 miles per hour on the route between Harrisburg and Philadelphia.

Put another way, Ohio isn’t the first to launch such a project. If anything, the state has arrived late to the game. As proponents often note, of the country’s 17 most densely populated states, all but two have state-supported regional or intercity passenger rail service. One is Hawaii. The other? Ohio.

There are lessons in the work of others, and, in part, the feds directed so much money this way because the state applied what it has learned.

Who would ride initially?

Experienced states point to college students, seniors, households with one vehicle. Add those without cars, and you have 3.3 million people along the corridor from Cleveland to Columbus to Dayton and Cincinnati. Critics guffawed at the

Trains & Transit Lobby Day at the State House

Wednesday, April 14 in conjunction with Environmental Lobby Day 2010

Mark your calendar!

On Wednesday April 14, 2010 All Aboard Ohio will be joining forces with the Ohio Environmental Council (OEC) to carry our message to the Ohio General Assembly for more and better trains and transit service. This event will be in lieu of our Annual Legislative Summit from year’s past which produced lots of interesting presentations but very few visits to Ohio’s legislators.

Leading this year’s event is the Ohio Environmental Council. The theme for their event is: Your State, Your Voice. All Aboard Ohio will join with environmental advocates who will focus on three main topics:

- Natural resource funding for state natural areas and state nature preserves;
- Transportation funding for public transit and 3C passenger rail;
- Your own/local environmental conservation issues.

The day includes training in the morning at the Columbus YWCA, lunch at the Statehouse Atrium with lawmakers and staff, lobby visits and tours at the Statehouse, and an afterhours “Cocktails & Conversation” reception to network and share the day’s experiences at the Hyatt on Capitol Square.

Help spread the word! We are looking for groups to partner with to swell the turnout. Please let us know if you’d like to team up! The OEC will arrange appointments.
Strickland described the naysayers as "cheerleaders for failure." The trouble is, the governor neglected the set-up, the narrative necessary to make the punch line ring true.

Now Strickland and his team have another chance. On Wednesday, Bill Harris, the Senate president, sent a letter to the governor expressing his doubts about the plan for passenger rail. He attached 22 questions, arguing that unless they are answered satisfactorily, necessary legislative support will not be forthcoming.

Fair enough. The questions carry a political element, their volume alone suggesting "Wow, this is a mess," Republicans pitching that they are the better guardians of public money. The questions also point to genuine challenges. The governor should embrace the moment as an opportunity to make a strong case for passenger rail.

What Strickland deserves in return is open-mindedness. Harris told the Columbus Dispatch "that if properly structured, a rail system can be beneficial." Will the senator play fair?

One obstacle in the way of a productive conversation is the frequent reference to "highspeed rail." Ohio hardly stands in position to leap aboard the type of trains roaring across France, or increasingly, China. Yes, Florida will receive $1.25 billion for train travel between Orlando and Tampa at 168 miles per hour. In California, the speed is 220 miles per hour, and the investment, $2.2 billion. These and other states long ago started heading down this track.

No country or state has succeeded in launching high-speed rail at the start. Experience advises beginning slow, gradually yet steadily building capacity and drawing passengers. Look at the Pacific Northwest, including rail between Seattle and Portland. The effort began in earnest in the early 1990s, at 120,000 passengers a year and 42 miles per hour. Today? The average speed is 53 miles per hour, and annual ridership has jumped to 775,000.

The story is the same in North Carolina, including Charlotte and Raleigh, speeds starting seniors, households with one vehicle. And those without cars, and you have 3.3 million people along the corridor from Cleveland to Columbus to Dayton and Cincinnati. Critics guffawed at the projected 478,000 passengers in the first year of operation (2012). The estimate wasn't cooked up by a governor desperate for jobs. Rather, a respected engineering firm, familiar with the efforts in other states, put together the projection.

What's more, the schedule can be adjusted, Amtrak providing a first draft subject to negotiation with freight lines once the state received federal money.

The object isn't to be all things to all travelers at the outset. Many aspects remain in flux, reflecting, to a degree, the pace of the application (recession to stimulus to proposal), leaving much room for the questions posed by Harris and others. What states with a track record stress is the importance of a competitive price, eight cents to 12 cents per mile, slightly better than the bus (13.5 cents), much better than the car (55 cents) and air travel ($1.30).

That requires a public subsidy. Then again, all passenger train services, in this country and abroad, involve such support. The investment deserves context. One study looked at 85 urban areas and found public transit eased congestion by 1 billion hours. Add those hours, and the result would be 29 percent of total travel. Another study calculated that public transit used one-half the fuel of private cars.

A third assessment found that Americans living in "transit-intensive metropolitan areas" save $22 billion a year in transportation costs.

Each analysis may not apply directly to Ohio, but the principle holds. The cost must be measured against the array of benefits, Ohioans thinking less about today and more about what they will need in a decade and beyond.

Douglas is the Beacon Journal editorial page editor. He can be reached at 330-996-3514, or e-mailed at mdouglas@thebeaconjournal.com.
All Aboard Ohio’s President

Which way, Ohio?

By Bill Hutchison
President, All Aboard Ohio

To hear all those pooh-bahs of negativism out there, you’d think the start of a few trains between Cleveland, Columbus, Dayton and Cincinnati was the end of civilization itself... They say: “Nobody will ride. Trains cost too much. The schedule is slow. We can’t afford trains. Ohio doesn’t have the population density. We can drive everywhere, who needs trains? Let’s gripe about what a waste trains are and send Ohio’s $400 million to Michigan!”

Critics aside, there are many sound reasons to invest in passenger rail, but the biggest is to move the state ahead. Ohio is at an economic crossroads. It can develop modern rail passenger service, with new development opportunities and good jobs for its citizens or it can listen to critics and do nothing, running the risk of becoming a third-rate backwater. Is that really what we want?

Who are these pooh-bahs and why do they say what they do? Some are anti-rail and see trains as a threat, while others have a hidden agenda of unworkable ideas, which they mask by appearing to be something they are not. Still others are unwitting participants who spread misleading anti-rail statements without finding the truth about the issue.

First, we have the Ohio Construction Information Association, the lobbying arm of highway contractors, who have taken an anti-rail stance and have wasted no opportunity to attack rail. They see alternatives to highways as a threat to their stranglehold on state transportation priorities and don’t like the idea of choice. They want us to drive whether we want to or not.

The problem is, society is changing and there isn’t much they can do about it. People are driving less and what they do drive gets far better gas mileage or is a hybrid, leaving less gas tax income. On top of that, construction dollars are not going as far as they once did. Not a comfortable position to be in and now comes those gosh-darned trains!

Then there are those promoting the Tubular Train, a pencil-like creation, which is supposed to whiz through supports that look like a row of inverted flyswatters at 150 mph. To hear them tell it, Tubular Train is the wave of the future, so why develop old trains when we can avail ourselves of this cutting edge technology? Why indeed?

For starters, this is not proven technology. There is no operating prototype, only a model and images on a Web site. Nobody knows whether this idea would work and no state leader would stake their reputation and taxpayer dollars on such a dubious concept when conventional rail passenger technology is proven and readily available. Their Ohio operations director also doubles as a freelance scribe for the “citizens newspaper” Columbus Examiner, running articles slanted against conventional passenger rail, while promoting their Tubular Train fantasy.

It’s bad enough that these self-serving interests are trying to kill passenger trains, but unfortunately, the media has become an unwitting accomplice to them. We now see many articles and editorials, which continually regurgitate negative talking points without hearing the other sides of the issue. Where is the investigative reporting to get the whole picture? Where are the interviews with officials from other states asking why they developed rail passenger service? Where is the objectivity? Does the public not deserve a complete airing of the facts?

These critics and accomplices are missing the fact that Ohio is falling behind and that Ohio’s economic growth and job creation depends on keeping its citizens mobile. Many of them are not all that mobile, even now: 1.1 million people in the 3C Corridor are over 65 and 500,000 3C Corridor adults have no cars. Another 610,000 households have one car each, shared by 1.5 million people and 220,000 more are attending college in the 3C Corridor. Add those up and you have half of the 3C Corridor’s 6½ million people as a ready market to fill low-fare 3C trains.

To bystanders, it’s hard to know who is telling the truth about trains, but here’s a clue: We believe Ohio needs passenger trains and yet we have nothing to gain financially from that stance, unlike some others. Ohio should make the smart play and invest in new jobs and transportation choices, as other states and countries have. We deserve no less. Which way, Ohio?

Ohio wins $400 million for trains

"Millions" from page one

moved to the Amtrak facility at Union Terminal if significant additional funding is found. The Dayton

through their average speeds will be less. State-supported Amtrak services in California, Maine, New Mexico, North Carolina, Oregon, Washington started out with

sound financial plan.

One of the most amazing aspects of the 3C project is that in early 2009, Ohio had no funds earmarked for a new passenger rail service. Now, there is money in the budget...
moved to the Amtrak facility at Union Terminal if significant additional funding is found. The Dayton routing is only 8 miles longer, has nearly 1 million more people and is less costly to improve than a more direct route. An Akron routing would add $100 million and more than 1 hour of travel time.

But just because Ohio won the funding doesn’t guarantee the Ohio Department of Transportation will be able to spend it. Under state law, the ODOT and its Ohio Rail Development Commission must get a supermajority of approval from the seven-member State Controlling Board before spending any money on passenger rail. If they win a 5-2 vote or better, construction work on adding passing tracks, grade crossing improvements and stations could start as early as this summer. Without the Controlling Board’s support, the $400 million will be returned to the Federal Railroad Administration for it to give to states that weren’t as fortunate as Ohio. For example, Michigan asked for $1.82 billion in federal rail funds and got only $40 million.

Republican state lawmakers are concerned that subsidizing passenger rail at up to $17 million will be too costly for the state budget to afford. Meanwhile, newly released Federal Highway Administration data shows Ohio’s local and state governments subsidize roads to the tune of $1.2 billion per year to make up for shortfalls in user fees.

All Aboard Ohio also points out that Ohioans will ride trains whose top speeds will be 79 mph even though their average speeds will be less. State-supported Amtrak services in California, Maine, New Mexico, North Carolina, Oregon, Washington started out with similarly modest beginnings yet filled their trains thanks to low fares and good customer service. None of those state-supported services had average speeds exceeding 43 mph at the outset or offered more than several round trips per day. But the ridership numbers doubled, tripled or quadrupled as more trains were added and average speeds were increased.

Ohio will likely be no different. According to the departments of transportation in other states, the people using their trains are college students, the elderly, the carless and people living in households with just one car. Other users will include young professionals, tourists, families, conventioneers and business travelers. The 3C Corridor has those potential riders in abundance!

The Ohio Board of Regents reports that 220,000 students attend colleges along the 3C corridor. The U.S. Census says there are also more than 1.1 million people 65 years and older, 500,000 people without cars for physical, economic or personal reasons, and 610,000 households with just one vehicle shared among 1.5 million people. All those markets total 3.3 million people! That’s half of the 3C Corridor’s entire population. Faster trains will be attractive to the other half.

Plus, the Ohio Department of Transportation (ODOT) will have to demonstrate to the legislature that its funding plan for purchasing service from Amtrak or another carrier for the 3C Corridor will not harm the state’s budget. ODOT officials believe they can, noting that 80 percent of the $17 million for each of the first three years of rail service will come from federal funds. The balance, including the whole amount for future years, will come from ODOT advertising revenues, cost savings from state employees using the train instead of driving on state business, public-private partnerships such as wireless service on the trains, revenue from station vendors and more.

Even some of the 3C Corridor’s harshest critics in the Ohio General Assembly have acknowledged that if ODOT is able to provide a sound financial plan for 3C, they will probably not oppose it. All Aboard Ohio believes ODOT has a sound financial plan.

One of the most amazing aspects of the 3C project is that, in early 2009, Ohio had no federally recognized planning work underway for 3C. But when Gov. Strickland and Ohio Department of Transportation Director Jolene Molitoris realized there would be $8 billion in no-match ARRA funds for passenger rail, they pushed the planning activities forward. ODOT, Parsons Brinckerhoff, Amtrak and other officials brought together a capital improvements plan, environmental assessment, an operating plan, ridership modeling and more components in under six months.

The environmental assessment, which normally takes a year, was finished in less than three months as planners worked 20-hour days. When the 3C application arrived at the Federal Railroad Administration’s office on Oct. 2, they reportedly were amazed. Not only did Ohio make the application deadline, but its application was quite thorough.

Planning for the next level of improved Ohio rail services will begin when ODOT secures the necessary fund. Engineering firm AECOM will conduct for ODOT a Program-level Environmental Impact Study of passenger trains operating at up to 110 mph on six corridors—Toledo-Cleveland, Toledo-Columbus, Toledo-Detroit, Cleveland-Pittsburgh, Cleveland-Columbus and Columbus-Cincinnati.
**Directory of All Aboard Ohio**

**Officers**

- **PRESIDENT**
  Bill Hutchison
  Columbus, OH
  buckeyeb2001@yahoo.com

- **PAST-PRESIDENT**
  Edward D'Amato
  Berea, OH
  ejdamato@sbcglobal.net

- **VICE-PRESIDENT**
  Mark Carlson
  Bay Village, OH
  mdcarlson@core.com

- **SECRETARY**
  Jack Shaner
  Columbus, OH
  jack@theoec.org

- **TREASURER**
  Kenneth Clifford
  Medway, OH
  ken_clifford_cpa@earthlink.net

- **NORtheast REGION**
  Vacant

- **NORTHWEST REGION**
  Richard Straub
  Marion, OH
  richnwanda@aol.com

- **sOUTHWEST REGION**
  David Burns
  West Milton, OH
  daromatt@earthlink.net

- **CENTRAL/S.E. REGION**
  Vacant

- **AT-LARGE**
  Ron Sheck
  Toledo, OH
  ronsheck@gmail.com

- **AT-LARGE**
  Brian Boschen
  Akron, OH
  bkboschen@hotmail.com

- **AT-LARGE**
  Hunter Morrison
  Youngstown, OH
  hmorrisson3@aol.com

- **AT-LARGE**
  Jim Wellman
  Riverside, OH
  jwellman1@hotmail.com

- **AT-LARGE**
  Jerry Wicks
  Bowling Green, OH
  jwicks@senecio.com

- **AT-LARGE**
  Judi Craig
  Cincinnati, OH
  craigj@pbworld.com

- **EXECUTIVE DIRECTOR**
  Ken Prendergast
  12029 Clifton Blvd #505
  Lakewood 44107-2189
  kjprendergast@cox.net

- **OFFICE ASSISTANT**
  Valerie Selig
  309 South 4th St. Suite 304
  Columbus 43215-5428

---

**Local Meeting Contacts**

**NORtheast**

- Cleveland
  Carole Cohen
  216 / 235-3719

- Elyria
  Phil Copeland
  440 / 365-7970

**NORTHwest**

- Toledo
  Bill Gill
  419 / 536-1924

**sOUTHWest**

- Cincinnati
  Beau Tuke
  513 / 721-0776

- Dayton
  Linda Leas
  937 / 253-9448

**CENTRAL/S.E.**

- Columbus
  Larry Robertson
  614 / 459-0359

---

**National Association of Railroad Passengers**

**NARP National Office**

- President: Ross Capon
  202 / 408-8362

- Dir. of Communications: Sean Jean-Gail
  fax-202 / 408-8287

- Transportation Assistant: Malcolm Kenton

- 505 Capitol Court, NE Suite 300
  Washington DC 20002-7706

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

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**NARP Council of Representatives from Ohio**

<table>
<thead>
<tr>
<th>Region</th>
<th>Directors</th>
<th>NARP Contact</th>
<th>Phone</th>
<th>Email/Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTHEAST</td>
<td>Cleveland</td>
<td>Carole Cohen</td>
<td>216 / 235-3719</td>
<td><a href="mailto:ken_clifford_cpa@earthlink.net">ken_clifford_cpa@earthlink.net</a></td>
</tr>
<tr>
<td>NORTHWEST</td>
<td>Toledo</td>
<td>Bill Gill</td>
<td>419 / 536-1924</td>
<td><a href="mailto:richnwanda@aol.com">richnwanda@aol.com</a></td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>Cincinnati</td>
<td>Beau Tuke</td>
<td>513 / 721-0776</td>
<td><a href="mailto:jwellman1@hotmail.com">jwellman1@hotmail.com</a></td>
</tr>
<tr>
<td>SOUTHWEST</td>
<td>Dayton</td>
<td>Linda Leas</td>
<td>937 / 253-9448</td>
<td><a href="mailto:jwicks@senecio.com">jwicks@senecio.com</a></td>
</tr>
<tr>
<td>CENTRAL/S.E.</td>
<td>Columbus</td>
<td>Larry Robertson</td>
<td>614 / 459-0359</td>
<td><a href="mailto:craigj@pbworld.com">craigj@pbworld.com</a></td>
</tr>
</tbody>
</table>

*Italics denotes member of NARP's Board of Directors*

---

**Thank-you, All Aboard Ohio supporters!**

Below are some of the foundations, corporations and non-profit organizations 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 service and more passenger rail service across Ohio." We are grateful for your support.

**All Aboard Ohio Office**

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

**Directory updated: Feb., 2010**
Thank you, All Aboard Ohio Supporters!

Below are some of the foundations, corporations and non-profit organizations 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>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>

Foundations:
- THE DAYTON FOUNDATION
- THE NORD Family Foundation
- Non-Profit Organization
- FourBillion.com

Corporate Sponsors:
- TRANSystems
- CH2M HILL
- AECOM
- KORDA
- Duke Energy
- HNTB
- LTK Engineering Services
- Parsons Brinckerhoff
- EMMET
- HDR
- ONE COMPANY
- APTA
- AMERICAN ELECTRIC POWER
- URS
- STV
Getting to Chicago faster, more reliably

“Rail Projects” from page one ——

The Illinois Central Line to NS’s Chicago Line and through the flyover location. Without the Englewood Flyover, these CREATE projects would cause even worse delays at the Englewood crossing.

The Indiana Gateway will relocate, reconfigure and add high-speed crossover tracks between existing NS main tracks, make related signal system improvements, add tracks at two locations by lengthening and rehabilitating existing sidings, and create a new parallel passing siding. This will reduce delays experienced by the 14 daily Amtrak trains and up to 90 daily freight trains which travel between the Chicago area and Porter. The latter location is where Amtrak’s Michigan Line splits off from NS’s Chicago Line.

Four of the daily passenger trains are bound to/from Ohio – Amtrak’s east/west Capitol Limited to Washington D.C. and Lake Shore Limited to New York City and Boston. Ohio cities served one or both of these limiteds are Bryan, Toledo, Sandusky, Elyria, Cleveland and Alliance. Without these capacity enhancements to the NS rail corridor, it would be difficult to add new passenger rail services to Indiana, Ohio and Michigan as envisioned in the Midwest Regional Rail Initiative plan. Much of the construction work on the Indiana Gateway, sponsored by the Indiana Department of Transportation, should be completed by the end of 2011.

COLUMBUS – Ohio-based US Railcar and Missouri-based American Railcar Industries formed a joint venture US Railcar Company to design, manufacture and sell trains that do not require locomotives. Called Diesel Multiple Units (DMUs), they are made up from self-propelled and unpowered passenger railcars in both single and bi-level types.

Billionaire Carl Icahn has a 54 percent ownership stake of American Railcar, based in St. Charles, Mo. Although US Railcar plans to start production in Arkansas, it will continue to pursue a factory in suburban Columbus, said Barry Fromm, chief executive officer of a Columbus-based investment firm. Value

**US Railcar loses TIGER, but catches billionaire**
The US Railcar Company DMU was prototyped through a Federal Railroad Administration demonstration project in 2002. The DMU is well suited for incremental corridor development at speeds from 79-90 mph. Platform enhancements currently anticipated include a diesel-electric upgrade, increasing speeds to 125 mph.

Although US Railcar plans to start production in Arkansas, it will continue to pursue a factory in suburban Columbus, said Barry Fromm, chief executive officer of a Columbus-based investment firm Value Recovery Group. Fromm is also a former All Aboard Ohio board member. Fromm led a group of initial investors in the purchase of assets from the former Colorado Railcar Manufacturing Co. that ceased operations in late 2008.

While the joint venture unites the Ohio-based US Railcar with the deep pockets of Icahn, it doesn’t guarantee Ohio will win the railcar factory. In fact, those efforts suffered a setback Feb. 18 when Fromm and other investors learned that US Railcar’s $8.7 million application

The joint venture US Railcar Co. was motivated by the business opportunities created by a separate stimulus program – $8 billion in no-match high-speed rail funds. “These are extraordinary times with growth opportunities for passenger rail in the U.S.,” said US Railcar Co. President & CEO Michael Pracht. “The US Railcar Company DMU is designed to enable new cost-effective and environmentally friendly passenger rail service across a range of corridors and routes, all with a proven, existing equipment platform already in service.”

The joint venture plans to produce railcars on order for public authorities and communities to improve public transit, commuter and regional rail service.

For more information about US Railcar and the DMU, visit www.usrailcar.com

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**Calendar of Events/Meetings**

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

### March 2010

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Contact information</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</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>
</tr>
<tr>
<td>13</td>
<td>Toledo Local Meeting</td>
<td>10:00 am</td>
<td>Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave, Toledo</td>
<td>Bill Gill 419-536-1924</td>
</tr>
<tr>
<td>13</td>
<td>Cleveland Local Meeting</td>
<td>10:00 am</td>
<td>Karl’s Inn of the Barriers 1264 W. Third St., Cleveland</td>
<td>Ken Prendergast 216-288-4883</td>
</tr>
<tr>
<td>20</td>
<td>Columbus Local Meeting</td>
<td>10:00 am</td>
<td>Grandview Public Library 1855 W. First Ave., Grandview</td>
<td>Larry Robertson 614-459-0359</td>
</tr>
<tr>
<td>24</td>
<td>All Aboard Ohio/Youngstown-Warren Chamber Noon</td>
<td>7:00 pm</td>
<td>Regional Chamber, 11 Central Sq, 17th floor, Youngstown</td>
<td>Shari Budge 330-744-2131</td>
</tr>
<tr>
<td>25</td>
<td>All Aboard Erie Rail Summit</td>
<td>7:00 pm</td>
<td>Erie Insurance Auditorium, main entrance Sixth &amp; French St., Erie, PA</td>
<td>Brian Pitzer 814-734-4305</td>
</tr>
</tbody>
</table>

### April 2010

<table>
<thead>
<tr>
<th>Date</th>
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<td>Ken Prendergast 216-288-4883</td>
</tr>
<tr>
<td>14</td>
<td>Trains and Transit Lobby Day</td>
<td>8:30 am</td>
<td>Columbus YWCA 65 S. Fourth St., Columbus</td>
<td>OEC 614-487-7506</td>
</tr>
<tr>
<td>15</td>
<td>ORDC Retreat</td>
<td>9:00 am</td>
<td>Highbanks Metro Park - Nature Center, 9466 Columbus Pike, Lewis Center</td>
<td>ORDC 614-644-0306</td>
</tr>
<tr>
<td>17</td>
<td>Columbus Local Meeting</td>
<td>10:00 am</td>
<td>Grandview Public Library 1855 W. First Ave., Grandview</td>
<td>Larry Robertson 614-459-0359</td>
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</table>

### May 2010

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</thead>
<tbody>
<tr>
<td>1</td>
<td>National Train Day Toledo All-day open house</td>
<td>varies</td>
<td>Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave, Toledo</td>
<td>419-536-0993</td>
</tr>
<tr>
<td>8</td>
<td>National Train Day</td>
<td>varies</td>
<td>TBA, Cleveland, Columbus, Dayton, Cincinnati</td>
<td>419-536-1924</td>
</tr>
<tr>
<td>8</td>
<td>Toledo Local Meeting</td>
<td>10:00 am</td>
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<td>ODOT Headquarters, 1980 W. Broad St., Auditorium, Columbus ORDC</td>
<td>614-644-0306</td>
</tr>
<tr>
<td>22</td>
<td>All Aboard Ohio Annual Meeting</td>
<td>9:30 am</td>
<td>Upper Arlington Library, 2800 Tremont Rd, Upper Arlington, OH</td>
<td>Ken Prendergast 216-288-4883</td>
</tr>
</tbody>
</table>