Planning starts for Ohio Hub System

By Ken Prendergast
Executive Director, All Aboard Ohio

For those wondering if their part of the state, their favored travel route or even their favored speed would be the subject of construction-minded planning work, the wondering is over.

The Ohio Hub Programmatic Environmental Impact Study (PEIS) began in June, but it is not another study. It is the entry point for a multi-phase, multi-year planning process as required by the National Environmental Policy Act for any transportation project to become eligible for federal construction funds. The PEIS is a corridor transportation plan to evaluate alternate routes and station locations that will most effectively serve a travel corridor in the short-term and long-term. The planning objectives are to:

- bridge the short-term/long-term planning analysis of corridor requirements;
- oversee and coordinate start-up services while advancing the conceptual engineering and analysis of alternative routes, station sites and facilities; and
- recommend a long-term corridor development strategy.

The Ohio Department of Transportation (ODOT) hired AECOM, one of the world’s largest transportation engineering firms, as the prime contractor to oversee the $14 million PEIS. The Ohio Rail Development Commission (ORDC) will oversee AECOM’s work. ODOT and ORDC have more than $7 million in hand to start the planning work. The State Controlling Board gave

An additional Ohio Hub corridor, Cleveland – Erie – Buffalo, could be evaluated but with the Pennsylvania Department of Transportation serving as the project sponsor. PennDOT submitted in May a $1.6 million grant application to the Federal Railroad Administration (FRA) and will match it with $400,000 in commonwealth funds. FRA could award the funds to PennDOT later this year with planning starting next year. Congratulations to our sister organization All Aboard Erie for its swift efforts in pushing for this planning work.

Furthermore, as a separate effort, Via Rail Canada is studying infrastructure improvements to increase passenger train speeds on the Toronto – Hamilton – Niagara Falls route to 95 mph.

With public input, the PEIS will identify potential...
Ohio Amtrak routes get evaluation

Ohio train stations saw 10 percent ridership growth in 2009

With more than 128,000 riders getting on and off the five nightly Amtrak trains in Ohio last year - up 10 percent from the year before - the nation's largest passenger rail operator is looking for ways to improve customer service on its three long-distance routes through Ohio.

Changes could range from new food offerings on the dining car menu to route/schedule adjustments. And, in the case of the Cardinal route, it could mean daily service. Any changes could be announced as early as this fall, with additional refinements later on.

"Amtrak long-distance trains are running strong," said President and CEO Joseph Boardman. "We are making changes, improving our service, and passengers are responding favorably," he said, noting that total ridership on Amtrak's 15 long-distance trains reached nearly 4.2 million in fiscal year 2009. Amtrak is on target this year to break its ridership record of nearly 29 million passengers set in 2008.

The Route Performance Improvement (RPI) reviews focus on all elements of train service that impact the passenger experience: employee-passerger interactions, staffing levels, food service and amenities, equipment cleanliness and reliability, stations and schedules.

"We are very pleased that Amtrak is undertaking this review and support it as it is consistent with our statewide passenger rail strategy to work together toward better service on the existing long-distance train routes through Ohio," said Ohio Rail Development Commission Executive Director Matt Dietrich.

Starting in 2008, Amtrak began conducting performance reviews of six routes per year - long-distance, short-distance, state-supported or Amtrak system trains. Two routes serving Ohio are being reviewed this year:

- **Cardinal** - thrice-weekly train service between Chicago, Indianapolis, Washington DC and New York City that serves Cincinnati and the cross-river towns of Maysville, South Portsmouth, Ashland and Huntington; and
- **Capitol Limited** - daily eastbound and westbound trains between Chicago, Pittsburgh and Washington DC with Ohio stops in Toledo, Sandusky, Elyria, Cleveland and Alliance.

Last year Amtrak conducted its RPI analysis of the Lake Shore Limited which offers daily eastbound and westbound trains between Chicago, Buffalo, Albany, New York City and Boston with Ohio stops in Bryan.

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What’s Inside...

- Be a Board of Directors candidate
- How much subsidy for 3C highways?
- ORDC OKs state rail plan
- Cincy streetcar has big May
- Summer Meeting & Family Outing on July 24th

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Ken Prendergast photo
Ohio Passenger Rail News

Each time I return from Europe brings a long depression. I feel this way upon seeing America’s hollow passenger rail network, public transit systems and urban cores.

Even more depressing are the calls to build 200-mph high-speed rail trains in America without acknowledging all their requisite support systems – regional rail and conventional intercity rail feeders, extensive local public transit systems and vibrant urban centers. It would be like seeking to build Interstate highways in America in the 1920s and 1930s, even though our cities were too crowded at the time to effectively support widespread car usage to justify the costly Interstate system.

“If we are to have full use of automobiles, cities must be remade,” wrote Studebaker President Paul Hoffman in the *Saturday Evening Post* in 1939. “The greatest automobile market today, the greatest untapped field of potential customers, is the large number of city people who refuse to own cars, or use the cars they have very little, because it’s such a nuisance to take them out.” To get at that urban market, Mr. Hoffman continued “We must dream of gashing our way ruthlessly through build-up sections of overcrowded cities.” Mission accomplished. Mr. Hoffman wasn’t alone in his call. Shell Oil Co. and General Motors unveiled their city-of-tomorrow dioramas at the “Futurama” exhibit at the 1939 World’s Fair. Today their visions are reality in and around the donut holes of disemboweled cities like Detroit, Cleveland, Buffalo, Akron, Pittsburgh, Cincinnati, Dayton, St. Louis and many others.

We need a 21st-century vision for America’s rail networks, transit systems and densely populated cities where public transportation services can thrive. Instead we are left with the shells of great streetcar and bus systems within our cities and the ghosts of world-class railroads between them. And we think that’s fertile ground for high-speed rail?

New York Central once offered 30 trains a day between New York City, Buffalo, Cleveland, Toledo, Chicago and countless towns en route at speeds of up to 100 mph. Each of those cities had more than 100 daily trains to other places, plus countless bus and streetcar routes. Now that was fertile ground for high-speed rail. We need it back.

Consider a route similar to New York Central’s. Today, between Beijing and Shanghai, 125-mph trains depart every hour overnight and every few minutes during the day, covering the 800 miles in nine hours. Now China has added the parallel $32 billion 220-mph Jinghu high-speed line to help relieve congestion on the old rail line. The Jinghu line was rapidly designed and built. It took 15 years in a country where citizens arguing Not In My Back Yard (NIMBY) might get them assigned to scrubbing toilets at a work camp. America, especially the Midwest and Northeast, once had a critical mass of vibrant cities, transit and trains similar to what Europe and Asia enjoy today. How much critical mass?

There are 34 metropolitan areas in Europe with a population density greater than that of Greater New York City, according to citymayors.com. And most are served by hundreds of daily trains that aren’t high-speed. In 2007 I visited York, England a city with a population density comparable to New York. It had 28 daily trains to other cities. The town of York is just what the automotive industry needs to build to end the long depression.
Photos and Articles

Clippings from newspapers and magazines must include the publication's name and date. Your articles and news briefs should be typed and double-spaced, though very short items may be legibly written. Preferably, send hard copy with IBM-compatible text files on CDs, or send e-mail submissions to:

kjprendergast@cox.net

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

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All Aboard Ohio
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How much are we subsidizing 3C highways?

The following are Interstate highway major-new projects in the 3C Corridor that are underway or wholly/partially funded for the years 2008-2015...

I-71/I-90 Innerbelt reconstruction in Cleveland (6 miles):
2004 ODOT estimate of $800 million, quadrupled to $3.5 billion in 2010, or $583 million per mile.
Sources: http://en.wikipedia.org/wiki/Ohio_Department_of_Transportation

I-70/I-71 split reconstruction in Columbus (3 miles):
2004 ODOT estimate of $434 million, quadrupled to $1.69 billion in 2009, or $563 million per mile.
Source: http://xingcolumbus.wordpress.com/2009/01/23/16-billion-for-downtown-split/

I-75 Downtown Dayton sub-corridor improvements—all three phases (3 miles):
2007 ODOT estimate of $656 million, or $218.7 million per mile
Source: http://www.mvrpc.org/subCorr/1-75

I-75/I-7175 Reconstruction, lane additions (26 miles) Sharonville to Franklin:
2009 ODOT estimate of $349 million, or $13.4 million per mile
Source: http://www.bceo.org/construction.html

I-75 Mill Creek Expressway reconstruction project (5 miles):
2010 ODOT estimate of $532 million, or $106.4 million per mile
Source: http://www.i75millcreekexpressway.com/

I-71/I-75 Brent Spence Bridge replacement in Cincinnati (1 mile):
2004 ODOT estimate of $750 million, more than doubled/tripled to between $2 billion to $3 billion in 2010, or $2.5 billion per mile

TOTAL: $9.227 billion over 44 miles, or $210 million per mile.

Planning starts for Ohio Hub System

"Ohio Hub" from page one

infrastructure improvements, environmental planning and a service development plan for fast, reliable passenger rail services ranging from 79 to 110 mph. A cost/benefit analysis will also be performed and serve as the basis for a potential cooperative agreement among the states and local officials in identifying funding for the improvements.

Additionally, the PEIS will look at an interim service of 2-3 daily round trips on active railroad rights of way that can be operated reliably while benefiting freight services, too. A starter service can often be implemented within several years. But a more fully developed service...

Ohio Amtrak routes get evaluation

"Amtrak" from page one

Toledo, Sandusky, Elyria and Cleveland. The RPI resulted in restoration of sleeping car service on the Boston section which splits off at Albany, as well as the complete rebuilding of 1950s dining cars providing a more sophisticated setting and sumptuous food items on the menu.

While driving fell 1.5 percent across Ohio from Oct. 1, 2008 to Sept. 30, 2009 according to the Federal Highway Administration, Amtrak reported 128,174 total riders at Ohio train stations during the same period—a 10 percent increase over the year before. The busiest Ohio stations in...
Additionally, the PEIS will look at an interim service of 2-3 daily round trips on active railroad rights of way that can be operated reliably while benefiting freight services, too. A starter service can often be implemented within several years. But a more fully developed service with higher speeds and more frequent departures require additional planning and environmental assessment which averages a decade before service can begin.

Under the National Environmental Policy Act, these are typically the five federally required planning steps and the time required before passenger service can begin operations on a rail corridor that requires significant land use changes (ie: property acquisitions) and/or impacts on adjacent land uses (such as increased noise, vibration, etc. from much faster and/or more frequent train services):

Step 1 – Program level, first-tier PEIS, two years;
Step 2 – Project level, second-tier EIS, one year;

construction cost. As we know from 3C road and rail improvements, corridor-wide projects can tally in the hundreds of millions, if not billions of dollars. So the planning portion alone can amount to tens of millions, if not hundreds of millions of dollars.

All transportation projects in need of federal dollars must go through this lengthy, costly but transparent process to screen out projects less deserving of federal support. This also provides due process to protect property owners, historical/cultural sites and natural habitats from potential harm. Those are among the goals of the National Environmental Policy Act.

All Aboard Ohio will notify its members of upcoming public input meetings where you can share your thoughts and ideas on what alternatives should be looked at in the Ohio Hub PEIS. Keep an eye out for mailings, e-mails, Facebook notices and/or listings on the All Aboard Ohio and ODOT/ORDC Web sites.

While driving fell 1.5 percent across Ohio from Oct. 1, 2008 to Sept. 30, 2009 according to the Federal Highway Administration, Amtrak reported 128,174 total riders at Ohio train stations during the same period – a 10 percent increase over the year before. The busiest Ohio stations in 2009 were in Toledo with 54,488 riders and Cleveland with 39,371 riders.

Mr. Dietrich pointed out that service improvements to existing Amtrak trains at both Cincinnati and Cleveland will be even more important as Ohio gets passenger trains rolling again between Cleveland, Columbus, Dayton and Cincinnati with the 3C “Quick Start” project.

In January, Ohio received $400 million in federal stimulus funds to connect cities along the 250-mile 3C corridor with passenger trains running up to 79 miles per hour. Independent ridership estimates show that more than 478,000 riders would use the 3C “Quick Start” in the first year of operation.

With one Commissioner calling it “a living document”, Ohio’s draft State Rail Plan was approved May 13 by the commissioners of the Ohio Rail Development Commission (ORDC). It was then submitted to the Federal Railroad Administration to meet a new FRA requirement for any future rail funding.

In 2008, the US Congress passed the Passenger Rail Investment and Improvement Act with the intent of improving passenger rail service. One of the features of the legislation is its requirement that any state seeking federal assistance for either passenger or freight improvements have an updated state rail plan.

Federal guidelines for rail plans require that states attempt to accomplish the following objectives through their plan process. These objectives are to:

- Develop methodologies to measure public and private benefits of rail improvements;
- Provide support and justification for federal and other rail funding.

Commissioner Barbara Bennett, who chairs the ORDC’s Long-Term Strategy & Economic Development Committee, describes the State Rail Plan as a “fact-finding” document the state will use to create a vision of how people and freight should move safely and efficiently by rail in Ohio. She told fellow commissioners that the plan meets the minimum FRA requirements for one tool to identify and advance future rail projects.

In addition, ORDC planning efforts will continue in order to create a cost/benefit tool to identify and quantify economic development, environmental and many other public interest impacts for rail project prioritization and rail funding requests.

Ohio’s State Rail Plan is available on the Web at: www.dot.state.oh.us/Divisions/Rail/Programs/StatewideRailPlan.

Final engineering for the 3C “Quick Start” passenger rail service will start this summer after the Ohio Department of Transportation and its Ohio Rail Development Commission got a tumultuous go-ahead from the State Controlling Board.

The seven-member board – six state legislators and one governor’s representative – authorizes state purchases of assets and services. A party-line, 4-3 vote was made in favor of spending $25 million in federal funds to hire the century-old, international firm Parsons Brinckerhoff to conduct the final engineering, environmental and service planning for 3C “Quick Start.”

In the coming months, there will be public meetings in or near Cleveland, Columbus, Dayton and Cincinnati to review and comment on the draft final plans. Check our Web site, as well as Linking Ohio’s and the state’s 3Cisme.ohio.gov for details. Please attend – don’t let the rail-haters speak for you!

Final engineering is due to be completed early in 2011, months after election rhetoric hopefully simmers down. The State Controlling Board will then review the plans and make a decision on whether to use the remaining $375 million to build 3C train service or give it back to the Federal Railroad Administration to spend on another state’s rail project that was shovel-ready at the original application deadline of Oct. 2, 2009.

3C starts final engineering
Each year the National Train Day events in Toledo and Cincinnati draw growing numbers of people, but more events are needed statewide. Toledo’s event, held at the MLK Plaza station, is a tough act to follow as it attracted one of the largest crowds for a National Train Day event in any city in the United States. But such success doesn’t just happen—it is the result of hard work by a lot of dedicated people.

Toledo’s event is run by a well-coordinated group of volunteers who oversee the planning and implementation, led by All Aboard Ohio’s own Bill Gill, chair of the National Train Day Toledo Committee. Joining him on the committee from All Aboard Ohio were Beth McCray Gill plus board member Ronald Sheck and his wife Marilyn. Board member Jerry Wicks also volunteered on the committee but did so representing the Ohio Higher Education Rail Network.

Nearly 5,000 people showed up at Toledo’s National Train Day event, compared to 3,500 the year before. Toledo’s is held May 1—one week before the actual National Train Day so that Toledo can get an Amtrak equipment display. Otherwise equipment is in high demand for other events around the nation to celebrate the anniversary of the Golden Spike which signaled the completion of the first transcontinental railroad in 1869.

“At Toledo there were long lines of people waiting to see the Amtrak equipment display,” said All Aboard Ohio President Bill Hutchison. “People waited for over an hour to see inside the engine of the locomotive and the Superliner coach and Swanton Area Railroad and Model Club’s huge modular layout set in the station’s former main passenger concourse.”

Just before noon a panel of VIPs spoke, including U.S. Rep. Marcy Kaptur (D-9), ODOT Director Jolene Molitoris, Toledo Mayor Mike Bell, Amtrak Senior Government Affairs Director Ray Lang and others. Mayor Bell said that the event was an answer to a comment by a City Council member who asked why Toledo, the second largest city in the state, didn’t have an event.

Photo by Ken Prendergast

Nearly 5,000 people attended the National Train Day festivities May 1 at Toledo’s MLK Plaza station. One of the big attractions was the Swanton Area Railroad and Model Club’s huge modular layout set in the station’s former main passenger concourse.

Photo by Ken Prendergast

Toledo visitors enjoy Amtrak’s new Cross-Country Cafe car on display. The attractive, rebuilt Superliner lounges are in daily service on the City of New Orleans and are a result of Amtrak’s Route Performance Improvement analyses. Visitors seemed to agree that the Cross-Country Cafe cars are more representative of traditional, classy railroad lounge cars, and are a vast improvement over Amtrak’s previous designs for lounge cars which too often offered the spartan, utilitarian appearance of a McDonald’s.

Photo by Mark Carlson

Above, five-year-old Josh Carlson of Bay Village imagines what it’s like to be in control of Amtrak’s 4,200-horsepower, 110-mph General Electric P42 locomotive parked at Toledo’s MLK Plaza station.

Photo by Mark Carlson

“Opt of the events is having children participate in the event,” said Bill Gill, Jr. “We have a lot of young people involved in modeling and have good participation from the Toledo schools.”

Photo by Mark Carlson

Airliner Atlantic Pacific’s ATR72-500, a regional jet normally used on short-haul routes, is on display in the Toledo station.

Photo by Mark Carlson

Airliner Atlantic Pacific’s ATR72-500, a regional jet normally used on short-haul routes, is on display in the Toledo station.
At Toledo there were long lines of people waiting to see the Amtrak equipment display,” said All Aboard Ohio President Bill Hutchison. “People waited for over an hour to see inside the cab of the locomotive and the Superliner coach and Cross-Country Lounge. The latter is a striking example of what can be done by crews at Amtrak’s shops in Beech Grove, Indiana. But the turnout is an example of what we can do in Ohio to raise public awareness of the existing and as-yet untapped importance of rail. Bill and Beth Gill, Ron and Marilyn Sheck, Jerry Wicks and others all deserve our gratitude.”

There were numerous railroadiana vendors, plus displays of trains including model trains and the real thing rolling by every few minutes on the Norfolk Southern mainline outside MLK Plaza. The facility is the restored Central Union Terminal built by New York Central in 1950. It is Ohio’s busiest Amtrak station. There was an All Aboard Ohio display table at the event, staffed at various times throughout the day by Mr. Hutchison, Vice President Mark Carlson, Treasurer Ken Clifford and Executive Director Ken Prendergast.

Just before noon a panel of VIP’s spoke, including U.S. Rep. Marcy Kaptur (D-9), ODOT Director Jolene Mlotoris, Toledo Mayor Mike Bell, Amtrak Senior Government Affairs Director Ray Lang and others. Most discussed the need for expanded, conveniently scheduled passenger rail services at Toledo achieved with available funding and incremental improvements.

In Cincinnati, there was also a good turnout for National Train Day. Hundreds showed up to tour the renovated Tower A above Cincinnati Union Terminal. While the event is hosted by the Cincinnati Railroad Club, All Aboard Ohio’s Cincinnati Coordinator Beau Tuke oversaw our presence with a display table of All Aboard Ohio information materials.

Mr. Tuke said only about half of the visitors at Cincinnati knew about the 3C Corridor project while others had heard only a casual mention of it. Literature was handed out and misunderstandings were clarified by volunteers Mike Weber, John Rockwell, J. D. Connor, Randy Krumm and others.

The goal in Cincinnati for next year is to get a train display or other major attraction. Hopefully volunteers in other Ohio cities will seek to organize National Train Day events in their communities, too.
CTC Corridor rail upgrades total $370M

Many people may be surprised at how many publicly funded projects were completed since 2005, are under construction right now, or are funded to begin within the next two years in the Cleveland - Toledo - Chicago (CTC) Corridor.

How many projects? How about $370 million worth!

All of these improvements (detailed in the chart below) will be beneficial to the existing four daily Amtrak passenger trains which travel the length of this corridor and will enable further service expansion.

These projects don’t include those wholly funded by the freight railroads....

Construction crews add a third track to a busy mainline south of Alexandria, VA. A similar project involving nearly $13 million in federal stimulus funding was awarded to add a new siding track, rebuild crossover tracks and provide other capacity enhancements to relieve freight congestion and improve passenger service reliability in the vicinity of NS’s Airline Yard west of Toledo. The yard is named because there isn’t a single curve in the NS line from Toledo west to Butler, IN — a distance of 68 miles. It’s as straight as though the line was drawn in the air.

Construction of the $18 million Front Street overpass in Berea, near Cleveland Hopkins Airport, is nearing conclusion. This project puts Front Street (Ohio Route 237) over two busy railroads. One is Norfolk Southern’s Chicago Line used by four Amtrak passenger trains and about 80 NS freight trains daily. The other is shown here: CSX’s Greenwich Subdivision which is used by about 60 daily freight trains and is proposed to be used for 3C trains to Columbus, Dayton and Cincinnati. The brand-new overpass is next to Berea’s 19th-century Big Four Railroad depot.

Station platform improvements paid by stimulus funds will be arriving at several cities in the CTC Corridor including Elyria, Bryan and South Bend. Similar improvements including a tactile edge on the track-side platform were made at Michigan City, IN (shown here) so that the station could comply with the federal Americans with Disability Act. Unfortunately, Positive Train Control signaling isn’t yet in the cards for the CTC Corridor like it is through Michigan City where PTC is enabling train speeds up to 110 mph on existing tracks shared by freight and passenger trains.

Cleveland–Toledo–Chicago (CTC) Rail Corridor recently completed or funded improvements

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Remarks</th>
<th>Status</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Street/SR237 overpass of NS/Amtrak</td>
<td>Berea, Ohio</td>
<td>Also benefits 3C Corridor on CSX</td>
<td>Under Construction</td>
<td>$18 million</td>
</tr>
<tr>
<td>SR13 overpass of NS/Amtrak</td>
<td>North Ridgeville, Ohio</td>
<td>New roadway alignment</td>
<td>Completed in 2005</td>
<td>$8.4 million</td>
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<tr>
<td>Project Description</td>
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<tr>
<td>SR83 overpass of NS/Amtrak</td>
<td>North Ridgeville, Ohio</td>
<td>New roadway alignment</td>
<td>Completed in 2005</td>
<td>$6.4 million</td>
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<tr>
<td>Elyria Amtrak station “Mobility First” ADA compliance</td>
<td>Elyria, Ohio</td>
<td>Stimulus funding for new wheelchair lift, walkways, retaining walls and parking stalls</td>
<td>Under Construction</td>
<td>$0.16 million</td>
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<tr>
<td>Elyria NYC Depot/Lorain County Transportation Center</td>
<td>Elyria, Ohio</td>
<td>Fourth/final phase includes Amtrak station facilities</td>
<td>Under Construction</td>
<td>$7.6 million</td>
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<td>Wales Road Overpass of CSX, NS/Amtrak</td>
<td>Northwood, Ohio</td>
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<td>Construction due to start in Spring 2011</td>
<td>$16.1 million</td>
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<tr>
<td>NS Airline Yard mainline track capacity enhancements</td>
<td>Toledo, Ohio</td>
<td>Stimulus funding to construct track and additional sidings to increase mainline capacity</td>
<td>Construction due to start in 2010</td>
<td>$12.76 million</td>
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<tr>
<td>McCord Road overpass of NS/Amtrak</td>
<td>Holland, Ohio</td>
<td></td>
<td>Construction due to start in 2012</td>
<td>$15 million</td>
</tr>
<tr>
<td>Hallet/Fulton-Lucas Road overpass of NS/Amtrak</td>
<td>Swanton, Ohio</td>
<td>$7.9 million is from stimulus</td>
<td>Construction to start April 2010; finish in Fall 2011</td>
<td>$14 million</td>
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<td>Bryan Amtrak station “Mobility First” ADA compliance</td>
<td>Bryan, Ohio</td>
<td>Stimulus funding for new station platform and lift</td>
<td>Under Construction</td>
<td>$0.12 million</td>
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<td>Prairie Street underpass of NS/Amtrak</td>
<td>Elkhart, Indiana</td>
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<td>Due for construction to begin in 2011</td>
<td>$29.7 million</td>
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<td>Hively Ave underpass of NS/Amtrak</td>
<td>Elkhart, Indiana</td>
<td></td>
<td>Construction to begin in 2012</td>
<td>$28.5 million</td>
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<td>South Bend Amtrak station “Mobility First” ADA compliance</td>
<td>South Bend, Indiana</td>
<td>Stimulus funding for rebuilt station platform</td>
<td>Under Construction</td>
<td>$0.1 million</td>
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<tr>
<td>Indiana Gateway</td>
<td>Porter, Indiana to Illinois state line</td>
<td>$71.4 million from stimulus, $4.1 million from NS for new and extended passing sidings, new crossovers and signals at multiple locations</td>
<td>Construction due to start in 2010</td>
<td>$75.5 million</td>
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<tr>
<td>Englewood Flyover</td>
<td>Chicago, Illinois</td>
<td>$133 million in stimulus funding to elevate Metra Rock Island District tracks over NS/Amtrak tracks</td>
<td>Construction could start by end of 2010</td>
<td>$146 million</td>
</tr>
</tbody>
</table>

**TOTAL**                                                                                     |                           |                                                                              |                         | **$369.94 million** |

So the next time someone says nothing is going in the CTC Corridor, tell them more is going on there right now than in the 3C Corridor!!

*The above chart can be found at: [http://members.cox.net/ohiohsr/Ohio-Funded%20passenger%20rail%20projects.pdf](http://members.cox.net/ohiohsr/Ohio-Funded%20passenger%20rail%20projects.pdf)*
All Aboard Ohio’s President

Memorial Day 2010: TIME FOR A TRULY NATIONAL VISION

By Bill Hutchison
President, All Aboard Ohio

The failure of the “Top Kill” effort to stem the BP spill is more than just another ecological and economic catastrophe; it calls into question our continuing overdependence on oil, a gremlin that has polluted our air and damped the hopes of America since the Arab oil embargo of 1973. Dependence on foreign oil has corrupted our political process and even created an atmosphere that denigrates the patriotism and motives of anyone who might question the idea that oil equals American prosperity.

As I write this on Memorial Day, it is a suitable time to note the influence of oil on our security, since it has spawned wars at a very high cost in lives and wealth. Oil has become poisonous to the well-being of our country and it’s time we all realize that. For the past 30 years we have been in a reactive mode, trying to hang on to our oil habit, no matter what the cost. We have squandered the wealth of our nation on wars in Iraq, buying oil from petrofascists and spending untold billions to maintain an autocentric addiction.

We lost nearly a trillion dollars in Iraq (not to mention thousands of lives), but if we had invested in a modern national intercity rail passenger system and supporting transit instead we would have been well on our way to substantially reducing our oil habit. Better rail passenger service is a national security issue since no other intercity mode has the ability to simultaneously reduce oil dependency, create jobs, provide more mobility or deal with serious environmental issues.

Instead of continuing to be reactive, we should be proactive and look at ways to get off the oil standard by discouraging its use and supporting what will help us become more efficient. We should be raising taxes on oil to reduce consumption and there should be massive government support for public transportation. Every year Americans burn a whopping 429 gallons of petroleum per capita while Europeans consume just 76 gallons and that means we must act quickly on a large scale to make a difference over the long haul.

The Obama Administration has led efforts to secure more funding for intercity passenger rail and that’s a revolutionary change when compared to past administrations. However it’s still just a start and they have let what should be a national priority be a largely state-driven process that has had its share of shortcomings and pitfalls. That’s not to say there shouldn’t be federal help for state initiatives; there should, but this should be done with an eye toward the development of a truly national system, instead of isolated corridors.

We need a commitment to a truly national passenger rail system by building on what we have, including medium and long distance services. States are not well suited for developing interstate rail services and there are national considerations which might not be met with a mostly state-driven program. Extending or adding services wherever possible in the short term and a doubling of service on existing intercity routes within five years should be an immediate goal. There should also be a national equipment pool for use during peak periods or emergencies and state-driven initiatives which complement the national system must should be given preference.

Federal operating support for rail and transit must also increase. The feds should cover 100 percent of the operating costs for intercity rail passenger service, (subject to guidelines that emphasize a national system) and there should be free transit within urban core areas. It’s worth noting that many transit operators have been faced with budget cuts while experiencing record ridership. These initiatives would put many people to work in short order and begin to get us off the oil standard.

We also have to get serious about capital funding for rail and transit. A national rail passenger system will probably cost at least $250 billion, but it has to be done. This huge need, plus the fact that too many areas have little or no service means we should focus on those projects that maximize benefit for each dollar spent. A 220-mph bullet train might be glitzy, but could cost ten times more than a conventional operation with a 110 mph top speed. We have to stretch our dollars and deliver service in the most efficient manner.
Your chance to serve on the Board of Directors

It’s that time again... Time for all interested and qualified members of the Ohio Association of Railroad Passengers (dba All Aboard Ohio) to step forward and be a candidate for a seat on the association’s Board of Directors.

In 2010, the four officers (President, Vice-President, Secretary, Treasurer), four Regional and six At-Large board seat are up for a vote. All positions are two-year terms. Qualifications, duties and the election procedure is outlined below.

QUALIFICATIONS: Candidates seeking officer positions must be an OARP/All Aboard Ohio member whose dues are current. Candidates for president and vice president must also have served at least one full term on the Board of Directors prior to the 2010 annual meeting.

Regional Directors must be a resident of the region they wish to represent:
- **NORTHWEST REGION:** ZIP Codes 43301-43699, 44801-44999, 45801-45899.
- **NORTHEAST REGION:** ZIP Codes 44001-44799.
- **SOUTHWEST REGION:** ZIP Codes 45001-45599.
- **CENTRAL and SOUTHEAST REGION:** ZIP Codes 43001-43299, 43701-43999, 45601-45799.

At-large Directors must either be a resident of Ohio or an out-of-state county that borders an Ohio metropolitan area. Candidates for the at-large board seat must also become an member in good standing within 30 days of being named to the board of directors.

DUTIES OF THE PRESIDENT: The President presides at all regular membership meetings and those of the Board of Directors and Executive Committee, as well as signs all contracts or other legal or financial documents with a cosigning by the treasurer or other officer.

DUTIES OF THE VICE PRESIDENT: In the absence of the President, the Vice President has the powers, duties, and restrictions of the President; otherwise, the Vice President performs other duties assigned by the Board of Directors or the President.

DUTIES OF THE SECRETARY: The Secretary keeps meeting minutes, is custodian of the association’s records, and provides notice of meetings.

DUTIES OF THE TREASURER: The Treasurer has custody of the association’s financial books, handle all financial transactions, be responsible for distributing dues renewal notices to all members, prepare regular financial reports for the Board of Directors, and prepare a budget prior to each fiscal year.

DUTIES OF REGIONAL and AT-LARGE BOARD MEMBERS: Board members are charged with the management of the affairs of the association.

Each member must attend at least 50 percent of the regular board meetings called each year during their term in office. Typically, there are four regular board meetings each year (held on the second Saturday of February, May, August and November), and often held in Central Ohio or via a conference telephone call. Some exceptions occur. Special meetings may be called by the president, as needed.

ADDITIONAL OFFICER DUTIES: The officers comprise the Executive Committee. In addition to the regular board meetings (outlined above) the Executive Committee also meets throughout the year. Typically the Executive Committee meets ten times per year on the first Saturday of the month (excluding January and July), often in Columbus.

DECLARING YOUR CANDIDACY: To be considered a candidate, you must send a notice of candidacy along with a statement not to exceed 75 words as to why the candidate desires to be elected, to the Election Committee, prior to July 20, 2010. In addition, also prior to July 20, the candidate must submit to the Election Committee written endorsements signed by five (5) other members in good standing. Written endorsements can be in the form of a letter or signed petition (or both).

The election committee will verify that the candidate meets the requirements of office. If qualified, the candidate’s name will be added to the ballot. If found unqualified, the candidate will be notified. All appeals will be made to the Board of Directors.

Mail your statement and endorsements to (do not fax or use e-mail):
- All Aboard Ohio Election Committee
  309 South 4th St., Suite 304
  Columbus OH 43215-5428
  (614) 228-6005
Grassroots support for CYP rail growing

Grassroots interest is growing for developing passenger rail service in the connection, thereby connecting Youngstown to Cleveland and Cincinnati to Toledo. The CYP rail corridor would link four of the plans, not left out of the equation.”

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Grassroots interest is growing for developing passenger rail service in the heavily populated travel corridor between Cleveland, Youngstown and Pittsburgh (CYP). That interest gained significant momentum with many leaders stepping forward to advance the initiative at the 2010 Regional Learning Network conference held in May in Youngstown. Attending were more than 250 community, government and business leaders from Cleveland, Youngstown and Pittsburgh.

“Passenger rail is vital to our shared future, which is why the chamber supports it,” said Tony Paglia, vice president of Government Affairs for the Youngstown-Warren Regional Chamber of Commerce. “I am excited by everyone’s energy, and I think this is the start of some great work between our three cities.”

“I’ve never seen a turnout like this for this issue,” said Steve Craig, a Lawrence County (PA) Commissioner and board member of the Southwestern Pennsylvania Commission. “This is great, and I bet we can use this voice to actually change some things in the corridor.”

The outcome of the meeting was an action plan that advances regional rail, brings service to Youngstown, OH and New Castle, PA, and establishes a regional entity to oversee the initiative. High-speed rail will be the ultimate goal but pursued incrementally, starting with improved passenger service on enhanced freight corridors. This approach ensures usable service comes to the region much more quickly, thereby building demand for high-speed rail once it comes. It is also a cost-effective path to creating rail service that people in the four metro areas will use.

Specifics of the plan include:

- Restoration of the 1-mile Ravenna Connection, thereby connecting Youngstown to Cleveland and Pittsburgh vital to improving ridership and advancing regional rail as an economic catalyst.
- Advocating for interim funding to put more trains on-line, vastly improving passenger rail service and adequately linking the region to Chicago and the Northeast. This plan benefits both passenger and freight customers. Currently, only one late-night train covers the region.
- Ensuring that the Federal Railroad Administration fills the “Gap in the Map” of the planned high-speed rail network by awarding a CYP corridor high-speed designation.

The Youngstown/Warren Regional Chamber of Directors voted earlier this year to support efforts to bring rail passenger service to the CYP corridor. U.S. Reps. Tim Ryan of Niles (D-17) and Jason Altmire of McCandless, PA (D-4) are seeking to designate the Cleveland-to-Pittsburgh corridor as a high-speed rail passenger corridor. The Ohio Rail Development Commission (ORDC) has since included the corridor in its Statewide Rail Plan which is required for current or proposed passenger rail routes to receive federal funding.

Reps. Ryan and Altmire want fast passenger trains for the corridor as part of their Cleveland-to-Pittsburgh Tech Belt Initiative, which is an economic development strategy designed to reinvigorate the region by building on its unique civic, educational, healthcare and industrial institutions.

Programmatic Environmental Impact Study (PEIS) this year of proposed rail corridors including the Cleveland-Pittsburgh corridor (see “Planning starts for Ohio Hub System” on Page One). The study will determine which route faster trains between Cleveland-Pittsburgh would take: either through Youngstown/Warren or through Alliance. The existing Amtrak Capitol Limited (Chicago – Toledo – Cleveland – Pittsburgh – Washington DC) service would remain on the Alliance route, however.

“It is only logical that we support high-speed passenger rail to connect the Tech Belt communities,” said attorney Matt Blair, Regional Chamber board member and chair of the Government Affairs Council. “Since money has been allocated for the study and more and more funding is being made available on the federal level for high-speed rail, the Youngstown/Warren area should be part of the plans, not left out of the equation.”

The CYP rail corridor would link four metropolitan areas and 7.2 million people where thousands commute daily over long distances, incurring substantial costs - train travel is one-fifth the cost of driving. For example, more than 7,500 commute daily from the Youngstown-Warren area to Cleveland, Akron and Pittsburgh. More people (51,200) commute daily between Summit (Akron) and Cuyahoga (Cleveland) counties than between any other two counties in Ohio.

There is also substantial commuting from New Castle/Beaver Valley to Downtown Pittsburgh and Oakland which are the second- and third-largest employment centers in Pennsylvania. The corridor is also the nation’s fourth-largest industrial/technology region and contains dozens of colleges, universities and other institutions of higher learning attended by 150,000 students who could use rail passenger as well.

Grassroots support for CYP rail growing
Cincinnati streetcar has a big May
Project takes leap toward construction with two-thirds funding in place

In one week in May the Cincinnati Streetcar received two-thirds of the funding it needs for the $128 million project to be built, then a credible agency stepped forward to operate the rail service. Funding in hand now amounts to $86.5 million, or 67.5 percent of the total.

The City of Cincinnati is in the running for a federal Urban Circulator grant of $25 million. In addition, in July, the city will be applying for funding from the federal “TIGER 2” (Transportation Investment Generating Economic Recovery) stimulus program, and beginning the application process for the 2011 State of Ohio Transportation Review Advisory Council (TRAC) funding program.

Here is a synopsis of the Cincinnati Streetcar’s big week:

• On May 12, Cincinnati City Council authorized issuing $64 million in construction bonds for the project.
• On May 12, Cincinnati City Council appropriated $2.6 million in funding for planning and design work for the streetcar, including the development of the operating plan. The funding is in addition to the $775,000 that had already been dedicated to pre-construction work. The funding comes from the proceeds of the sale of the city streetlights to Duke Energy last year.
• On May 13, the State of Ohio approved $15 million in streetcar funding through TRAC.
• On May 13, OKI Regional Council of Governments approved $4 million for the streetcar from CMAQ funding (Congestion Mitigation and Air Quality).

“This was huge week for our streetcar,” Mayor Mark Mallory said in a press release. “The streetcar project is building momentum. With the city funding in place and partnerships with the state and OKI, we are in a great position to earn the federal funds necessary to put us over the top. We have sent a very clear message that our community is committed to this project and ready to make it a reality.”

The state’s TRAC funding was recommended in March and became final in May. During the state’s public comment period, the Cincinnati Streetcar received 39 comments, which was the third most of any project in the state, and all of the comments were positive. The project that got the most public comments was the 3C “Quick Start” passenger rail project, with 360 positive and only 7 negative.

In other streetcar news, the Southwest Ohio Regional Transit Authority Board of Trustees voted on May 18 to authorize the transit authority to serve as a partner in developing an operating plan for the streetcar system and ultimately to serve as the operator of the Cincinnati Streetcar if an agreement can be reached. SORTA operates Metro transit and Access paratransit services in Greater Cincinnati providing about 19 million rides per year.

The decision is subject to the City of Cincinnati and SORTA entering into a mutually agreed upon operating plan and working together on a comprehensive community engagement program. The SORTA board will vote again after the completion of these processes to make a final decision on the operation of the streetcar. The city will also review these before finalizing a decision on the operator.

There are several advantages to the city/SORTA streetcar partnership:

• As the designated recipient of federal transit funding for the Greater Cincinnati area, SORTA can assist in leveraging federal grant dollars for the project and can serve as the conduit for those funds.

“The streetcar is a city economic development tool of regional importance, but it’s also a transportation mode that must be integrated with current transit service and operated efficiently and effectively,” said Melody Sawyer Richardson, chair of the SORTA board.

“SORTA will bring extensive transit expertise and understanding to the project, as we work with the city and the community to develop the best possible streetcar operating plan,” she added. “The city manager has assured SORTA that his recommendations for funding will not include taking city earnings tax revenue that SORTA receives to operate Metro and Access.”

“With more than two-thirds of the funding for the streetcar system in place, we are in a good position to further develop the operating plan for the streetcar system’s long-term sustainability,” said City Manager Milton Dohoney, Jr. “We are glad to pull on SORTA’s transportation expertise and resources to make that happen as quickly as possible.”
Summer Meeting & Family Outing
Saturday, July 24th
All Aboard the Cuyahoga Valley Scenic Railroad
for a relaxing ride through Northeastern Ohio.

Board at either CVSR's Akron or Brecksville station and ride to Canton and back

Depart Brecksville Station (13512 Station Rd, Brecksville) at 9:40 & return at 6:40
Please arrive by 9:10 to register and receive boarding/meeting documents!

Depart Akron Northside Station (27 Ridge Street, Akron) at 10:45 & return at 5:30
Please arrive by 10:15 to register and receive boarding/meeting documents!

Price includes lunch at Peter Shear's, 423 East Tuscawaras in downtown Canton
(Note: There is a flight of stairs down to the restaurant. This historic building has no elevator.)

Menu choices: Reuben, Turkey Club, Grilled Chicken or Cricket Valley Burger

Luncheon speakers: SARTA CEO Kirt Conrad will discuss rail and transit in the Akron/Canton area.
Cuyahoga Valley Scenic Railroad President Steve Wait will discuss his railroad.

Registration fee includes: Train ticket, lunch and Canton RTA circulator fare.
Optional Canton-area family activity information (museums, etc.) will be available.

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

July 2010

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Contact information</th>
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<tbody>
<tr>
<td>8</td>
<td>Youngstown Mtg/brown-bag lunch</td>
<td>Noon</td>
<td>Regional Chamber offices, 11 Central Square, 17th Floor, Youngstown</td>
<td>Shari Budge 330-744-2131 x31</td>
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<td>10</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>
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<td>Cleveland Local Meeting</td>
<td>10:00 am</td>
<td>Willow Coffee House, 11620 Madison Ave., Cleveland</td>
<td>Ken Prendergast 216-288-4883</td>
</tr>
<tr>
<td>10</td>
<td>Columbus Local Meeting</td>
<td>10:00 am</td>
<td>Grandview Public Library, 1685 W. First Ave., Grandview</td>
<td>Larry Robertson 614-459-0359</td>
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<tr>
<td>12</td>
<td>Cincinnati Local Meeting</td>
<td>6:30 pm</td>
<td>Cleveland Union Terminal, Tower A, 1301 Western Ave., Cincinnati</td>
<td>Bea Tuke <a href="mailto:beautuke@yahoo.com">beautuke@yahoo.com</a></td>
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<tr>
<td>15</td>
<td>ORDC Commission Meeting</td>
<td>11:00 am</td>
<td>ODOT Headquarters, 1980 W. Broad St., Room GA, Columbus</td>
<td>ORDC 614-644-0306</td>
</tr>
<tr>
<td>24</td>
<td>Summer Meeting &amp; Family Outing</td>
<td>See meeting notice (above) for boarding times and locations</td>
<td>Ken Prendergast 216-288-4883</td>
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August 2010

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