Amtrak to expand Ohio services

Will provide more links to other states, creates a foundation for more expansion

By Ken Prendergast
Executive Director, All Aboard Ohio

As early as September, Amtrak’s Board of Directors could approve two changes that would improve train services to and from Ohio. These would be the first train service expansions to Ohio since 1998.

One is making the thrice-weekly Cardinal daily. This train travels from Chicago to New York City via Indianapolis, Cincinnati, the cross-river towns of Maysville, South Portsmouth, Ashland and Huntington, plus Charleston, Washington DC, Baltimore and Philadelphia. This train has operated three times per week since the early 1980s, making it difficult for prospective users to use the train. Also making it difficult is the train’s wee-hours passage through Ohio, but All Aboard Ohio is not aware of any scheduled time changes at this writing.

The other is the operation of through cars from the Pennsylvanian (Pittsburgh – Johnstown – Altoona – Harrisburg – Philadelphia – New York City) to/from Chicago on the Capital Limited (Chicago – South Bend

Amtrak may become Ohio’s most popular passenger railroad if it expands services here with convenient schedules. Until then, Ohio’s most heavily used passenger railroad is the Cuyahoga Valley Scenic Railroad (CVSR) which carried more riders (152,000) in 2009 between Cleveland, Akron and Canton than Amtrak did statewide (128,000). CVSR has more weekly trains at more convenient times and more federal and private capital improvements, too! CVSR also has Ohio’s busiest train station (Akron Northside) shown above on Aug. 7, 2010. See this newsletter’s centerspread for more on CVSR.

Elyria and Cleveland to/from New York City for the first time since 1996. That was when Amtrak shortened the Broadway Limited route to a Pittsburgh-New York City train called the Three Rivers and operated 2-3 coaches on
The other is the operation of through cars from the Pennsylvania (Pittsburgh – Johnstown – Altoona – Harrisburg – Philadelphia – New York City) to/from Chicago on the Capital Limited (Chicago – South Bend – Toledo – Sandusky – Elyria – Cleveland – Alliance – Pittsburgh – Cumberland – Washington D.C.). At least one or two coaches and possibly a sleeper could operate between Chicago, northern Indiana and Ohio, central and eastern Pennsylvania and New Jersey for the first time since 2005 when Amtrak discontinued the Chicago-New York Three Rivers train service through Fostoria, Akron and Youngstown. The through Pennsylvania/Capital cars would result in a second daily round trip between Toledo, Sandusky, Elyria and Cleveland to/from New York City for the first time since 1996. That was when Amtrak shortened the Broadway Limited route to a Pittsburgh-New York City train called the Three Rivers and operated 2-3 coaches on the back of the Capital Limited to/from Chicago. The service was so popular, including heavily used connect-

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3C trains, highways and hypocrisy

If you visit the campaign Web sites of Ohio’s worst ideologues, you will see scary predictions from them that Ohio’s 3C passenger train project threatens to “bankrupt the state” and “cost Ohio taxpayers hundreds of millions of dollars.”

Is that really true? Of course not. It’s a continuation of the politics of fear, a lie told by an Ohio politician. You’ve probably heard a lie or two from an Ohio politician, such as one of the most popular: “Highways pay for themselves.”

Unless the state’s budget shrank to less than $30 million per year, there’s no way the 3C rail project, even in a worst-case scenario, could put so much as a noticeable dent the state’s $59.5 billion annual budget. The total $29 million cost to run 3C Corridor, of which the state would be responsible for $17 million, is no larger than a rounding error. The bankruptcy lie is told in a sickening attempt to win a mere election, and an increasing number of politicians will say anything to get you to love them or fear their opponent more.

Instead, what they don’t tell you is that the 3C trains will generate huge benefits that will more than offset their cost:

- Ohio sales tax revenues from increased consumer activity: $6.1 million to $7.3 million per year.
- Annual budget offsets from state employees using 3C trains: $5 million to $10 million per year.
- Ohio income tax revenues from direct 3C jobs: $0.25 million to $0.6 million per year.
- Ohio income tax revenues from 3C spin-off jobs: $1.2 million to $10.4 million per year.
- Savings from moving more freight from 3C roads to 3C rails: $21.2 million to $42.4 million per year.
- Total benefits to the state from 3C project: $33.75 million to $70.7 million per year.

Those numbers are from an All Aboard Ohio fiscal analysis of 3C using a variety of data sets, including the U.S. Department of Commerce, Federal Railroad Administration, Ohio Department of Administrative Services, consumer surplus economic impact model, U.S. Census, Amtrak and the freight railroads.

Now here comes the irony... While so-called fiscal conservatives regardless of party worry about the $17 million operating subsidy for 3C trains, they haven’t uttered so much as a peep about worsening highway subsidies. Consider:

- There is bipartisan support for hauling heavier steel shipments by truck but no support for increasing fees on trucks to pay for the damage they will do to Ohio’s roads: annual subsidy of $50 million.
- There is bipartisan support for increasing truck weights to haul Ohio-based agricultural products but no increase in weight-distance fees to offset the

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What’s Inside...

- Ohio’s leading passenger railroad becoming serious transportation
- Is King Coal holding back U.S. railroads?
- Amtrak orders cars for Ohio trains
- Help us keep up the fight
- Annual Meeting – Oct 23rd

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Train of Thought
Executive Director Ken Prendergast

Sometimes the best way to reveal how miserably underserved Ohio is when it comes to local, regional and intercity public transportation is to compare two similar cities in separate states.

Our tale of two cities starts in Warren, OH, 15 miles west of downtown Youngstown. Once a proud manufacturing center, it has been bleeding jobs and residents for several decades. Today it has a population of 43,000 (down from 60,000 in 1970). Warren is set in Trumbull County which has 210,000 residents, 3,100 of whom commute 50 miles each way to jobs in Cleveland, Census data shows.

We don’t have to look far for Warren’s comparison city. Of nearly equal distance from downtown Youngstown to the east is New Castle, PA. It is virtually the eastern mirror of Warren, except that New Castle is smaller and has more hills. And like Warren, it has been bleeding manufacturing jobs and residents. Today, New Castle has a population of 25,000 (down from 40,000 in 1970). It is in Lawrence County, population 90,000, of whom 3,000 commute nearly 50 miles each way to jobs in Pittsburgh, according to Census data.

But the similarities stop when it comes to public transportation.

The reason for the difference is that a state line separates Warren from New Castle. More accurately, the reason for the difference is the sharp contrast in transportation public policies that exist on one side of the state line versus the other.

The New Castle Area Transit Authority (NCATA) has 17 fixed-route bus services, many of which operate every day except Sunday. Their most heavily traveled routes offer buses every 30 minutes. And, they have a popular and growing express bus service to downtown Pittsburgh with 11 daily round trips Monday through Thursday, 13 on Friday and four on Saturdays. The trip takes 1 hour, 25 minutes and the fare is just $3 each way. Sunday service is provided by Greyhound which has two round trips between New Castle and Pittsburgh seven days per week but the round-trip fare costs up to $50.

NCATA buses travel directly to Pittsburgh’s new Greyhound station, built two years ago across Liberty Avenue from Amtrak’s Penn Station. So someone from New Castle can easily connect to/from long-distance trains and buses. Local buses east to the universities at Oakland or west to the airport flow through this area, too.

A very different transportation scene exists 15 miles west of downtown Youngstown.

So what regular public transportation service does Warren offer?


Trumbull County recently scraped together enough funding for a minimal dial-a-ride service so low-income, senior and disabled residents aren’t sentenced to home confinement anymore. If they reserve a bus early enough, citizens can get a ride to the doctor, grocery store and social activities. But the transportation isn’t there on a regular, daily basis to provide more independence, which a scheduled route offers.

That’s a statement about Ohio’s lack of civility, humanity and moral responsibility to its most vulnerable citizens, who make up a majority of the economically disadvantaged population.
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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- $35 On Board
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Mail this application with a check or money order to:

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3C trains, highways and hypocrisy

"Hypocrisy" from page one

damage to Ohio's roads: annual subsidy of $45 million.
- Republicans want to eliminate the late fee on driver's license renewals without coming up with a way to replace the annual loss to Ohio's budget: cost of $30 million per year.
- Budget hawks are silent on ODOT's seven-year increase in costs to operate/maintain/support the added highway infrastructure planned/underway (including $9.2 billion in new highway infrastructure in 3C alone!) without an identified way to pay those operating costs: cost of $3.3 billion over seven years.

So how does $17 million per year risk putting the state in bankruptcy? Of course it won't, and the critics don't have an answer for that. They are hoping the media simply repeats sound bites like good little stenographers and, so far, many are doing just that.

What about the $400 million in federal funds Ohio won which do not require a state match? Doesn’t this count as Ohio taxpayers spending hundreds of millions of dollars? No, because the entire country paid it. And even if Ohioans solely paid for the $400 million, guess what — either it pays for 3C or it will pay for another state’s rail project. By the time Ohio loses the money to another state’s rail project, the liars are hoping to be in elected offices and that you’ll forget all about their malfeasance:
- Under federal law, the $400 million cannot be used for anything other than a rail project.
- The $400 million can pay for a federally eligible rail improvement project for which an application was submitted to the Federal Railroad Administration (FRA) by Oct. 2, 2009. No other Ohio rail projects were eligible for federal funds.
- Ohio won 71 percent of its requested rail funds.
- States surrounding Ohio — Indiana, Michigan, New York, Pennsylvania — won less than 3.5 percent of their requested rail funds.
- FRA has sought to achieve nationwide balance in the distribution of rail funds, so if Ohio doesn’t use its rail funds by 2013 the $400 million will likely go to our immediate neighbors.

You are probably asking why so-called fiscal conservatives are upset about spending $17 million per year to get a $400 million upgrade of Ohio’s rail system. Sadly, Ohio did the same thing 54 years ago when the Interstate Highway System was announced. Ohio didn’t want to pay for an expanded Highway Patrol, snow plowing, maintenance and other governmental costs of running a highway system, despite the far larger benefits that would result. Then, as now, fear of risk was given too much credence. But growth cannot happen without risk, no matter how small the risk.

Today, the hypocrisy seems worse in an era where media is afraid to confront the ideologues. The hypocrisy comes as Ohio’s phony fiscal conservatives worry more about $17 million per year than about the billions of unfunded highway obligations that have already bankrupted the federal highway trust fund and threaten to bankrupt ODOT. Hypocrisy is spoken when self-interest is the motivation. And the self-interest is sourced in a highway lobby that fears a change of culture in Ohio from its drive-everywhere mentality to one where people actually have a choice.

Ultimately, they don’t fear 3C’s failure. They fear its success.

Amtrak to expand Ohio services

"Expand" from page one

Elyria – Cleveland – Buffalo – Albany – New York/Boston) currently serves this function. Thus, All Aboard Ohio urges Amtrak to reschedule the Pennsylvaniaian/Capitol to depart Chicago in the Lake Shore’s 9:30 p.m. slot and move the Lake Shore so it departs Chicago in the late afternoon to serve Toledo at about 10 p.m. and Cleveland at about midnight. This would result in a noon arrival in New York City.

Conversely, All Aboard Ohio urges Amtrak to end the practice of the Capitol and Lake Shore limiteds chasing each other westbound across Ohio and Indiana. Both are scheduled to travel within an hour of each other for 341 miles. With so few trains over such a long distance, a wider choice of travel times is desired. Thus, All Aboard Ohio proposes that the Pennsylvaniaian/Capitol end at Toledo.
Byrd West defender eastern connections on the Chicago Cardinal, this train could serve as a “catch-all” train for eastbound connections at Chicago from late-arriving western trains. The eastbound Lake Shore Limited (Chicago – South Bend – Bryan – Toledo – Sandusky –

Help us keep up the fight!

While we don’t like to ask our members to help out more than they already do, we must reach out to you at this time. As you have likely read, we are in the fight of our lives against powerful forces whose idea of travel choice is what kind of car you have to buy in order to use Ohio’s monolithic transportation system.

That fight has eaten up our funding reserve and threatens to put us on the sidelines this fall when All Aboard Ohio’s voice will be needed most. With sufficient funding, we will keep you informed of statewide meetings, local coordination meetings, and more. We will also continue to be a player in organizing grassroots interests for possession and control by activists and coordinating with support groups. We will be able to complete work on our new website. We will continue to distribute news and updates via e-mail. We will stay in the fight if we have your help today.

Here are some examples of expenses:

- Executive Director fee, monthly: $1,500
- Printing of newsletter, per quarterly issue: $450
- Columbus office rent, monthly: $420
- Travel/meeting expenses, monthly: $300
- Phone/internet, monthly: $250
- Newsletter mailing, per instance: $250
- Action alert mailing, per instance: $250
- Action alert printing, per instance: $200

As you can see, numerous small donations of $50 or $100 can go a long way. A large donation of $500 or more will have a tremendous impact on All Aboard Ohio. If you send us $100 or more, we will mail an All Aboard Ohio sweatshirt or polo shirt to you. If you send us $500, we will mail both to you (please indicate size)

We need your support today! Thank you.

Dues and donations may be tax-deductible.

Popular ALLABOARDOHIO! logo sweatshirts (gray) and polo shirts (white) are back

These shirts were in high demand and we ran out until we found a new supplier. If you would like to order one by mail, the cost is $20 plus $5 for shipping. If you are attending the Fall Meeting in Toledo and want to buy a shirt there to save on shipping, let us know ahead of time so we can bring enough shirts to match the preorder number. Otherwise, place your orders to (216) 288-4883, info@allaboardohio.org or 12029 Clifton Blvd., #505, Cleveland, OH 44107.
Ohio’s leading passenger railroad is

By Ken Prendergast
Executive Director, All Aboard Ohio

There are countless scenic and tourist railroads operating in the United States. But none compare with the Cuyahoga Valley Scenic Railroad in its size, sophistication, professionalism, volunteerism and popularity. Indeed, CVSR now carries more passengers than five of Amtrak’s state-supported routes.

CVSR has come a long way from a full-size toy to a serious transportation service. Threatened with abandonment in the early 1980s, the railroad was saved so it could serve recreational visitors to the Cuyahoga Valley National Park, now home to the nation’s seventh-most visited national park. The Cuyahoga Valley National Park and its scenic railroad draw big crowds because it links three metropolitan areas – Cleveland, Akron and Canton, an area of 3.3 million people. That has helped CVSR become the busiest passenger railroad in the entire state, carrying more riders in 2009 than Amtrak (152,000 riders on CVSR vs. 128,000 to/from Ohio cities on Amtrak).

If anything, CVSR’s success shows that when Ohioans have access to a well-supported and accessible passenger rail service linking population centers with convenient, multiple daily trains, they will ride them. They will even ride them when top speeds don’t exceed 40 mph – CVSR’s maximum. Indeed, CVSR is already undertaking the kinds of commercial, financial, infrastructural and intermodal partnerships desired by Amtrak and the Ohio Department of Transportation for faster, more extensive passenger rail services elsewhere in Ohio.

But for now, CVSR is Ohio’s only passenger railroad service that has enjoyed significant federal, local government and private sector funding support. That has resulted in CVSR:

- Bike Aboard in which cyclists can bike one way on the busy Towpath Trail next to the old Ohio & Erie Canal and return on the train with their bikes for just $2;
- enjoying the strong support of the corporate and philanthropic community in Cleveland, Akron and Canton including major sponsorships to pay for top-notch, in-house rebuilding of railroad cars and locomotives;
- enjoying the strong support of the civic community in Cleveland, Akron and Canton to provide CVSR passengers with discounted admissions to museums and other attractions;
- having on-board service partnerships with the Cuyahoga Valley National Park to provide in-person and electronic Voices in the Valley audio tour of sights along the route.

“Cuyahoga Valley Scenic Railroad would not be what it is today without our partners, including the National Park Service, Akron Metro RTA, SARTA (Stark Area Regional Transit Authority) and many of our corporate and community partners,” said Kelly Steele, CVSR’s director of marketing. She spoke at All Aboard Ohio’s Summer Meeting & Family Outing, which traveled the CVSR south to Canton on July 24.

“Steve Wait (CVSR president) is a real pro and doing a fantastic job, supported by a small but dedicated group of professionals and a large group of enthusiastic volunteers,” said Arnie de la Porte, chairman of the CVSR Board of Directors.

The trains are run by professional locomotive engineers, train conductors, maintenance workers and others, some who retired from freight and passenger railroads or who simply

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How do I get to my final destination?” CVSR has answered this often-asked question that has unfairly dogged 3C Corridor. Arrangements with Akron Metro and the Stark Area regional transit authorities provide free downtown loop buses in Akron (above) and Canton (below) for CVSR passengers. In addition to serving the central business districts, the buses provide curbside service to art museums, halls of fame, the Akron zoo as well as each transit system’s central transit station so passengers can easily connect with other transit routes.
CVSR is Ohio's only passenger railroad service that has enjoyed significant federal, local government and private sector funding support. This has resulted in CVSR:

- having access to 51 route miles of former Baltimore & Ohio Railroad track preserved by the National Park Service and the Akron Metro Regional Transit Authority;
- being the beneficiary of $35 million in federal funds for infrastructure improvements including new or rebuilt bridges, tracks, road crossing safety devices, stations etc;
- having its operating costs financially backed by a stable transit authority (again, Akron Metro RTA) which also owns six of CVSR's passenger coaches;
- partnering with transit agencies in Akron and Canton to provide free downtown circulator bus services for CVSR passengers;
- employing innovative services such as

### CVSR statistics

**Ridership:** 152,000 (FY 2009)

**Bicycles handled:** 21,000 (FY 2009)

**Annual Revenue:** $4.7 million (FY 2008)

**Paid employees:** 22 full- and part-time (FY 2006)

**Volunteers:** Varies, but often several dozen.

**Operations:** Most extensive service is offered June-October (see timetable); weekend-only service north of Akron November-May.

**Route miles:** 51 (National Park Service-owned track north of Akron; Akron Metro RTA-owned track south of Akron).

**Stations:** Nine, each a standardized replica of an historic depot.

**Locomotives:** Nine plus two self-propelled rail diesel cars.

**Passenger cars:** 24 including baggage and head-end power cars.

**Work train cars:** Seven (five boxcars, two flatcars).

**Equipment maintenance:** Fitzwater Road Yard, Independence.

**Headquarters/offices:** P.O. Box 158, Peninsula, OH 44264

Sources: CVSR, NPS, faqs.org
is becoming serious transportation

— from page four

Ohio railroad station busy enough to attract station-area real estate development. Testa Company’s Northside development has moved forward despite the sour economy over the last several years, including a luxury loft condominium tower and a growing number of townhouses. There also is the VegeTerranean restaurant owned by native Akronite and rock-and-roll star Chrissie Hynde, plus art galleries and an old gasoline service station converted into a bicycle repair and rental shop.

More station-area development is coming, such as a 10-story Marriott hotel to be built next to CVSR’s Akron Northside station. The development bug could soon bite in Canton, too, as historic but run-down buildings next to the Lincoln Highway Station are proposed for renovation.

For the foreseeable future, the trains’ primary purpose will be for recreation. But don’t confuse that with simple joyriding. Riders are finding the train works well for tourism, shopping, visiting sporting events and other sites near the many attractive stations along the route. A few people even use CVSR for commuting to work and school — although as a national park’s scenic railroad, CVSR isn’t supposed to market itself as a commuter service. It doesn’t have to in order to be successful.

CVSR’s $2 Bike Aboard program, $15 all-day pass ($10 for children) or the availability of buying tickets via Internet all helped boost ridership at double-digit rates year over year.

More people are finding CVSR useful as it expands its service levels — now at three daily round trips north of Akron and two daily round trips south of Akron.

Train runs Wednesday through Sunday all summer, but service on the valley line, things looked bleak. But the National Park Service acquired the rail line in 1985 and the trains kept rolling. Excursion operator Cuyahoga Valley Line later became CVSR and started using its round-end observation car Saint Lucie Sound for exclusive fundraising trips in the 1990s. That brought in significant new funding for expansion and momentum.

Today, the rail infrastructure is in its best shape in decades. More improvements are coming in the future, including paved parking areas and platforms at more stations, expanding the Akron station to handle growing crowds and train movements (now at 12 passenger trains per day), plus the grand-daddy improvement of them all — the Cleveland extension.

Extending CVSR train services north at least five miles to Lake Erie. The corridor, led by the National Park Service, involves projects like extending the Towpath Trail to downtown Cleveland, construction of the Canal Basin Park, plus other industrial heritage sites.

If the National Park Service can acquire ownership of or access to CSX’s right of way north of CVSR’s Rockside Road station in Independence as part of the heritage corridor, as well as make any infrastructure improvements, then CVSR could extend its service to downtown Cleveland, CVSR officials said.

If you would like to be a part of Ohio’s greatest passenger rail success story then take a ride on its trains, volunteer and/or join the Cuyahoga Valley Scenic Railroad by visiting www.cvsr.org or by calling 800-468-4070.

CVSR trivia

CVSR ranks highly in Ohio and nationwide:
Most heavily used passenger railroad in Ohio: 150,000 riders in 2009 (Amtrak had
27,000).
More people are finding CVSR useful as it expands its service levels – now at three daily round trips north of Akron and two daily round trips south of Akron. Trains run Wednesday through Sunday all summer, but are less frequent in the fall. But trains do run year-round, including the popular Polar Express trains during the holidays, and weekend service north of Akron from November to May.

The Valley Railway was built in 1880 to bring coal north to Cleveland and iron ore south from lake steamers to Akron, Canton, Youngstown and other cities. At its peak, the Baltimore & Ohio operated three daily round trip passenger trains, later diminishing to just one – the Cleveland Night Express, an overnight train between Cleveland and Baltimore via Akron, Youngstown, Pittsburgh and Washington DC. It ended in 1962.

Just 10 years later, however, passenger service returned with regular excursion trains pulled by former Grand Trunk Western 2-8-2 steam locomotive 4070, owned by the Midwest Railway Historical Foundation for use by the then-Cuyahoga Valley Preservation & Scenic Railway Association operating under the name Cuyahoga Valley Line. Steam excursions from Cleveland to Akron ran until 1990 when maintenance problems sidetracked the 4070, so diesel-powered trains took over.

When B&O/Chessie System decided to end freight

CVSR ranks highly in Ohio and nationwide:
Most heavily used passenger railroad in Ohio: 152,000 riders in 2009 (Amtrak had 128,000 riders in Ohio in 2009).
Ohio's most frequent passenger service: 84 regularly scheduled weekly trains from June-October but just 12 per weekend from November-May (Amtrak has 34 weekly trains statewide).
Most heavily used railroad station in Ohio: Akron, with nearly 100,000 riders on/off (Toledo is second-busiest with 54,000 Amtrak riders).
Ohio's most active railroad station (trains): Akron, with 84 scheduled passenger trains weekly from June-October, but just 12 per weekend from November-May (Toledo, Sandusky, Elyria and Cleveland each have 28 weekly Amtrak passenger trains).
Most 6AM-Midnight passenger trains in Ohio: all CVSR trains are scheduled at convenient hours; only two Ohio cities (Toledo & Bryan) each have a single daily Amtrak departure between 6AM-Midnight.

Most federal capital improvement funding for a single Ohio route since 1990: $35 million invested by the National Park Service in rail infrastructure used by CVSR. Less than $10 million was invested by the federal government in all Ohio Amtrak infrastructure (mostly stations).

More heavily used than five state-supported Amtrak services: CVSR's 152,000 riders in 2009 were greater than the ridership on the Missouri River Runner (St. Louis-Kansas City: 151,000 riders), Pere Marquette (Grand Rapids-Chicago: 103,000), Heartland Flyer (Oklahoma City-Fort Worth: 82,000), Vermonter (St. Albans-Washington DC: 74,000), Ethan Allen Express (Rutland-New York City: 47,000).
All Aboard Ohio’s President

One size does not fit all

By Bill Hutchison
President, All Aboard Ohio

I always get a kick out of critics who complain about rail costs, while turning a blind eye to far, far larger support for highways. “Everyone drives” they say. Really? About one million Ohioans do not own a car and on top of that, we have large senior and student populations and still others who only have one vehicle. Add those up and you get about half of the 3C Corridor’s six million and that’s just in one corridor.

Ohio’s transportation budget should reflect this, but it does not. We continue to spend better than 98 percent of state transportation dollars on highways, a one-size-fits-all “solution” that does not address many needs of our society. This remains despite the best efforts of the Strickland Administration to do otherwise.

Here’s a question: If 8.5 percent of Ohioans do not drive, why are their needs not being met? Many people in this state are either physically unable or can’t afford to drive. Then there are those who simply want a choice, have only one car or want to drive less only to find themselves outcasts in a sea of automobiles. These people find themselves on the fringes because the state’s emphasis on highways discriminates against them.

Meanwhile, according to the Federal Highway Administration, the highway subsidy for Ohio was $1.285 billion in 2007, or about $105 for every person in the state and we pay a like amount every year. By contrast, the much touted $17 million operating cost for 3C would be about $1.60 per capita annually and if we factor in the $14 million in federal operating support for the first three years of operation, the state per capita share drops to 26 cents. That’s right: 26 cents a year or about two cents a month.

However, this should not be an argument for one mode over another. Any modern society needs all modes of transportation. Ohio should be no different than the other states which pay for trains or other countries for that matter. However, we spend 98.5 percent of Ohio’s transportation funds on roads to the near exclusion of all else. What good does it do to build ramps into buildings for those who need them if they can’t get to those buildings?

We can do better than this. The state must provide transportation choices for all of its citizens, not just those who can drive. Suppose we decided that state transportation priorities should reflect the percentage of those who don’t drive and dedicate 8.5 percent of transportation funds to non-driving modes? What would the level of state support be for public transportation under that scenario?

ODOT projects a budget of $3.2 billion in fiscal year 2010 and $2.8 billion in 2011. If we spent 8.5 percent of that for transit and rail, it would yield $292 million and $238 million, respectively. That’s a far cry from the current $10 million for transit and nothing for passenger rail. The level of funding might vary from year to year, but it’s obvious we would have enough money to provide real choices for Ohio residents.

Imagine the sort of transportation system the state could have with a year-in, year-out level of about $230 million. These funds could be leveraged for federal and other funds, greatly expanding the size of Ohio’s public transportation system. This would be enough money to allow light rail lines in Ohio’s biggest cities and vastly expand urban bus, pedestrian, bicycle and intercity bus and train services throughout the state.

I believe that those of us who can’t or don’t want to drive must have real choices. Fully independent people who can easily get around will be much more productive citizens who will have a much better quality of life. Our current “system” discriminates against large segments of Ohio’s population and that should change by all possible means.

Added note: It’s great to hear the reports about Amtrak seriously considering service improvements for Ohio. Hooray! While long overdue, I applaud Amtrak’s initiative. This is the sort of can-do, forward thinking that has been in short supply for years. Hopefully, these changes will take place and lead to more.

Pentagon: oil crunch after 2012

Earlier this year the US Joint Forces Command issued its “Joint Operating Environment” report which warned: “A severe energy crunch is inevitable without a massive expansion of production and refining capacity” and “the discovery rate for new petroleum and gas fields over the past two decades (with the possible exception of Brazil) provides little reason for optimism that future efforts will find major new fields.”

The report forecasts: “By 2012, surplus oil production capacity could entirely disappear, and as early as 2015, the shortfall in output could reach nearly 10 MBD (million barrels per day)”. Global consumption is about 85 MBD. The US military is not alone in its concern. A leaked draft report by an in-house German military think tank warns global oil production could peak in 2010.

Others, such as Fatih Birol, chief economist at the International Energy Agency, warned in September that: “The era of cheap oil is over. We have to get used to higher oil prices even if there is no crisis or crunch” and that “in 2013, 2014 we may well see higher prices than we have seen in the recent past.”

Rail, transit and smart-growth advocates need to share this information broadly, and our policymakers must put politics aside and heed it.
By Michael Testerman  
President, Virginia Association of Railway Patrons

This weekend my brother-in-law, who is anti cap-and-trade, asked me how the railroads would make out if legislation is passed to reduce greenhouse gas emissions. I told him railroads have a bright future, no matter which way the CO2 legislation goes.

The largest chunk of railroad revenue, 21 percent, comes from hauling coal. If the “freight railroads” keep hauling lots of coal and other carbon-based fuels, they’ll do well. But the infrastructure that suits hauling coal and other bulk commodities isn’t very attractive to mainstream shippers who are dependent on the Interstate Highway System.

Rail is slow, capacity constrained, unreliable and inaccessible for most would-be shippers. As long as the Class 1 railroads can make money the old-fashioned way, serving exploiters of the planet and its environment, they’ll be resistant to accept substantial public investment in their tracks – needed by passenger trains – but which the freight executives insist is not needed for their freight services.

Case in point: on July 23, Bloomberg News reported that Union Pacific, based in Omaha, NE, agreed July 20 to move forward on a high [MT: “higher”]-speed rail line from Chicago to St. Louis after settling with the government on minimum terms, including recovery of its initial investment. Work is scheduled to begin in September. “If I had a choice, I wouldn’t be doing this investment,” UP CEO Jim Young said. “We need to focus on freight for our good and for the good of the country.”

Perhaps the best thing that could happen to the rail industry is for its biggest money maker, coal, to gradually be displaced by premium freight that requires infrastructure with more capacity, fluidity, speed and relatively low energy needs; especially if electrified and powered by renewable energy.

It just so happens, this same infrastructure is compatible for conventional passenger trains, contrary to what the Class 1 railroads would have us believe. Once reengineered to higher-speed-rail specifications, the Class 1 railroads will be positioned to attract premium shipments once more and grow their US freight market revenue share in that high-revenue market from 10 percent vs. 80 percent for trucks. Railroads have about 40 percent of the overall freight market’s ton-miles vs. 28 percent for trucks because they haul so much bulk material like coal.

The quarterly newsletter from my financial advisor contains another article that got me thinking about whether railroads are really “green” or just “green washed.” I couldn’t advertise with a straight face that my trains carry one ton of freight 480 miles on one gallon of fuel when the typical payload of a coal hopper generates 346.48 tons of carbon dioxide at the power plant.

The article, A Historic Step for For-Benefit Corporations by Sara Laks of First Affirmative Financial Network, discussed the “Benefit Corporation” or B-Corp as an alternative to the traditional model for corporate America. So far this year, Maryland and Vermont have signed into law the first creating benefit corporations as legal entities. Similar legislation is pending in New York, Pennsylvania, North Carolina, Colorado, Oregon, and Washington.

“The long-established tax system has categorized the corporate world into non-profit organizations and for-profit organizations, making it difficult for a for-profit corporation to develop and stay dedicated to a societal or environmentally based mission at the expense of violating its responsibility to protect the capital of its shareholders,” Mrs. Laks wrote in the May 7th, 2010 article. “For those who see the synergy of making money and making a difference, or the value in simply making a difference, a for-benefit corporation provides a middle ground where this is legally possible.”

Perhaps the concept of B Corporations is a way to encourage rail companies to again provide for “public need and necessity.” With true public-private partnerships, “freight railroads” can become just “railroads” and make tons more profits by serving all of the public.

Is King Coal holding back U.S. railroads?
# Directory of All Aboard Ohio

### Officers

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Bill Hutchison</td>
<td>216 / 235-3719</td>
</tr>
<tr>
<td>Past-President</td>
<td>Edward D'Amato</td>
<td>419 / 536-1924</td>
</tr>
<tr>
<td>Vice-President</td>
<td>Mark Carlson</td>
<td>513 / 721-0776</td>
</tr>
<tr>
<td>Secretary</td>
<td>Jack Shaner</td>
<td>937 / 253-9448</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Kenneth Clifford</td>
<td>216 / 235-3719</td>
</tr>
<tr>
<td>Northeast Region</td>
<td>Kevin Ford</td>
<td>419 / 536-1924</td>
</tr>
<tr>
<td>Northwest Region</td>
<td>Richard Straub</td>
<td>513 / 721-0776</td>
</tr>
<tr>
<td>Southwest Region</td>
<td>Beau Tuke</td>
<td>937 / 253-9448</td>
</tr>
<tr>
<td>Central/S.E. Region</td>
<td>Mary Hiland</td>
<td>216 / 235-3719</td>
</tr>
<tr>
<td>At-Large</td>
<td>Ron Sheck</td>
<td>419 / 536-1924</td>
</tr>
<tr>
<td>At-Large</td>
<td>Brian Bosch</td>
<td>513 / 721-0776</td>
</tr>
<tr>
<td>At-Large</td>
<td>Roger Shope</td>
<td>937 / 1253-9448</td>
</tr>
<tr>
<td>At-Large</td>
<td>Jim Wellman</td>
<td>614 / 459-0359</td>
</tr>
<tr>
<td>At-Large</td>
<td>Jerry Wicks</td>
<td>614 / 459-0359</td>
</tr>
<tr>
<td>At-Large</td>
<td>David Burns</td>
<td>614 / 459-0359</td>
</tr>
<tr>
<td>Executive Director</td>
<td>Ken Prendergast</td>
<td>614 / 459-0359</td>
</tr>
<tr>
<td>Office Assistant</td>
<td>Valerie Selig</td>
<td>614 / 228-6005</td>
</tr>
</tbody>
</table>

### Directors

- Carole Cohen (Cleveland, OH)
- Phil Copeland (Elyria, OH)
- Bill Gill (Toledo, OH)
- Beau Tuke (Dayton, OH)
- Linda Leas (Columbus, OH)
- Larry Robertson (Columbus, OH)

### National Association of Railroad Passengers

**NARP National Office**

- President: Ross Capon
- Dir. of Communications: Sean Jeans-Gail
- Transportation Assistant: Malcolm Kenton

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

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

**NARP Council of Representatives from Ohio**

- Kenneth Clifford (Medway, OH): 937 / 879-4750
- Phil Copeland (Elyria, OH): 440 / 365-7970
- J. Howard Harding (Akron, OH): 330 / 867-5507
- Bill Hutchison (Columbus, OH): 614 / 882-1716
- Kenneth Sislak (Shaker Heights, OH): 216 / 910-1926

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

Directory updated: Sept, 2010

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Thank-you, All Aboard Ohio supporters!

Below are some of the foundations, corporations and non-profit organizations that support All Aboard Ohio activities. The All Aboard Ohio Office is located at 309 South 4th St, Suite 304, Columbus, OH 43215-5428.
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>
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<tr>
<td>The Rockefeller Foundation</td>
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<td>Cleveland Foundation</td>
<td>AECOM</td>
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<td>The George Gund Foundation</td>
<td>Korda</td>
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<td>HNTB</td>
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<td>Six for Ohio</td>
<td>AEP American Electric Power</td>
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<tr>
<td>FourBillion.com</td>
<td>EMH &amp; T</td>
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<tr>
<td>Help secure a $4 billion appropriation in 2011 for high speed rail in the U.S.</td>
<td>WOOLPERT</td>
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<tr>
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<td>PARSONS BRINCKERHOFF</td>
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<td>One Company</td>
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<td>Many Solutions®</td>
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Amtrak orders cars for Ohio trains

Two years from now, Ohio trains will be the among the beneficiaries of Amtrak’s purchase of 130 new single-level Viewliner II rail cars to support its long-distance train services in the east. The five-year, $298.1 million contract is being awarded to CAF USA which is creating 575 jobs to perform manufacturing and final assembly work at its plant in Elmira, N.Y.

The first car is scheduled to roll off the assembly line in October 2012. This is the first step in Amtrak’s long-term, comprehensive fleet renewal plan. Numerous Ohio companies will supply this and other car orders, including Columbus Steel Castings which makes wheel assemblies called trucks.

Amtrak President and CEO Joseph Boardman said the 130 single-level passenger rail cars are similar to the Viewliner model and includes 25 sleeping cars, 25 diners, 55 baggage cars and 25 baggage / dormitory cars for use primarily on long-distance trains. They will replace and supplement the existing fleet, improve financial and on-time performance, and foster a more modern, positive image of Amtrak. In addition, Amtrak can begin to retire some of its oldest cars still in service that date back to the 1940s and 1950s.

Next, pending the availability of federal funds, will be orders of single- and bi-level cars for which designs were recently approved by Amtrak, the Federal Railroad Administration, states and others. The single-level cars (coach, business-class, food-service and cab-coach cars) will be for short-distance trains nationwide and for long-distance trains in the east. The bi-level cars will be short- and long-distance trains primarily in the west.

Many tunnels in the East cannot accommodate bi-level cars, such as the Superliner fleet. The new bi-level cars will allow the replacement of approximately 250 of its bi-level Superliner I equipment in service for nearly 30 years. Amtrak also has another 140 Superliner II cars delivered in 1993-94 that will remain in service.

Amtrak’s Capitol Limited (Chicago – Toledo – Cleveland – Pittsburgh – Washington) currently uses Superliner cars, but could be converted to single-level cars when it is combined with the Pennsylvanian (Pittsburgh – Philadelphia – New York City). Amtrak may re-equip its single-level Cardinal (Chicago – Indianapolis – Cincinnati – Charleston – Washington DC – Philadelphia – New York City) with Superliners and shorten the route with Washington DC as the eastern terminus so the train could run daily. For more on these proposed changes, see the lead article on the Page One “Amtrak to expand Ohio services.”

Federal funding for the additional single- and bi-level cars could come from a $50 billion infrastructure investment plan announced Sept. 5 by President Barack Obama. The president specifically mentioned Amtrak’s fleet renewal plan as a proposed recipient of some of the infrastructure funding. While passage looks likely in the U.S. House, a few U.S. senators have pledged to use arcane procedural rules halt investment in America’s infrastructure.
## Calendar of Events/Meetings

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

### October 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>4</td>
<td>Dayton-Riverside Local Mtg</td>
<td>6:30 pm</td>
<td>Comfort Suites, Wright-Patt, 5220 Huberville Ave, Riverside</td>
<td>Jim Wellman 937-416-1819</td>
</tr>
<tr>
<td>9</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>9</td>
<td>Cleveland Local Meeting</td>
<td>10:00 am</td>
<td>Franklin Circle Christian Church 1688 Fulton Rd., Cleveland</td>
<td>Ken Prendergast 216-288-4883</td>
</tr>
<tr>
<td>9</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>
</tr>
<tr>
<td>12</td>
<td>Cincinnati Local Meeting</td>
<td>6:30 pm</td>
<td>TBA, Cincinnati</td>
<td>Beau Tuke <a href="mailto:beautuke@yahoo.com">beautuke@yahoo.com</a></td>
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<tr>
<td>14</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>
</tr>
<tr>
<td>23</td>
<td>All Aboard Ohio Annual Meeting</td>
<td>See meeting notice (above) for meeting and location details</td>
<td>Ken Prendergast 216-288-4883</td>
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