

Ohio Passenger Rail News

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Intercity Rail

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Chicago to East Coast, Amtrak's growth engine

It's time to expand Amtrak's Chicago-East Coast passenger rail services. As Amtrak continues to enjoy record ridership and, even more importantly record revenues, some of the nation's fastest growing routes

are those that link Chicago and the East Coast. But are Amtrak's expansion plans sufficient to meet the need?

Consider that Amtrak's *Lake Shore Limited* is on target to carry nearly 400,000 riders along its route

between Chicago, Toledo, Cleveland, Buffalo, Syracuse, Albany, New York City and Boston. It provides daily service to the Ohio cities of Bryan, Toledo, Sandusky, Elyria and Cleveland. While the *Lake Shore's* 2011 ridership is 10 percent more than 2010's, it's 11 percent more than Amtrak projected. And, revenue is 17 percent more than last year, or 17 percent more than Amtrak originally budgeted.

The only long-distance route that saw more revenue growth was another Chicago-New York train – Amtrak's *Cardinal*. It travels thrice-weekly between Chicago, Indianapolis, Cincinnati, Charleston, Washington DC, Baltimore, Philadelphia and New York City. The *Cardinal* also serves Ohio's cross-river towns of Maysville, KY (Aberdeen, OH), South Portsmouth, KY (Portsmouth, OH), Ashland, KY (Ironton, OH), and Huntington, WV (Chesapeake, OH).

Not only was the *Cardinal's* revenue growth the greatest among long-distance routes, it beat out all but two short-distance routes (the *Blue Water* and the *Missouri River Runner*) that didn't see an increase in the number of scheduled trains in the past two years. Ridership on the *Cardinal* also is rising at a 10 percent clip so far this year, and is on track to finish the year with more than 110,000 riders.

In 2010, Amtrak proposed making the *Cardinal* a daily train again – for the first time since 1981. When combined



The good and bad of Amtrak in Ohio. Amtrak's Chicago-New York City/Boston Lake Shore Limited rips past the long-dormant Painesville, OH depot at nearly 80 mph on July 3, 2011. The Lake Shore is enjoying double-digit ridership and revenue growth. But after leaving downtown Cleveland eastbound on-time at dawn's early light, this train has no more station stops to make in Ohio. Most other Amtrak departures are made at Ohio stations at even less convenient hours, whereas other parts of our state aren't served at all due to disinterest by state officials.

Ken Prendergast photo

with more than 110,000 riders.

In 2010, Amtrak proposed making the *Cardinal* a daily train again – for the first time since 1981. When combined with the Chicago-Indianapolis *Hoosier State* (now operates four days per week and carries 36,000 people per year), the daily *Cardinal* would carry 275,092 riders annually – a stunning 96 percent ridership increase. Equally as impressive, the train's loss per passenger-mile

— See “**Growth**” on page three

Remembering our association's founder

By Tom Pulsifer
OARP Past President

As a businessman, David S. Marshall ran a successful automotive aftermarket products and services business with his Ziebart franchise retail outlets throughout central and west central Ohio. But deep down inside, Dave Marshall loved trains. He and his family traveled by train whenever possible. Dave always believed firmly that passenger trains must be in Ohio's and in America's future.

Dave passed away Aug. 23, 2011.

Born in 1943, Dave often reminisced about childhood visits to the Pennsylvania Railroad (PRR) depot in hometown Yellow Springs where he witnessed the end of passenger train service to that small Ohio college town in 1952. Later there were school trips on the Baltimore & Ohio Railroad to Washington, DC, to Boy

Scout camp at Philmont on the Santa Fe, even frequently riding the New York Central's *Ohio State Limited* between Springfield and Middletown to and from college at Miami University in Oxford. Dave thought we'd always have passenger trains. But on April 30, 1971 (the day before Amtrak) he witnessed the last runs of passenger trains at Springfield, Xenia and Dayton.

While Amtrak continued to serve Dayton on the east-west ex-PRR route, Dave's favorite Cleveland – Columbus – Cincinnati (3C) line lost all service. A move to restore passenger train service on the 3C route started gaining favor in the Ohio Statehouse, and Dave threw himself into supporting this cause, but needed to find more area train riders to join him.

This led Dave to urge the National Association of Railroad Passengers (NARP) to establish a chapter in

Ohio. While NARP could not establish chapters as such, Dave's groundwork in contacting like-minded activists led to a meeting of some two dozen people on a hot Sunday afternoon in July 1973 at Lincoln Lodge on the west side of Columbus – and the Ohio Association of Railroad Passengers (OARP) was born. Dave was easily chosen OARP's first president. Dave asked me to serve as secretary, establish a regular newsletter (“the 6:53” was born), create and organize administrative procedures and promotional materials.

My photo accompanying this article shows the Dave Marshall most of us remember, doing something he really loved: relaxing on a train. Dave's commitment to passenger rail urged us, officers and members alike, to build up OARP and mount a visible “push” in Ohio to

— See “**Remembering**” on page six

What's Inside...

- Breaking News, page seven
- U.S. House Appropriations Subcommittee recommends a shut-down budget for Amtrak
- Ohio's quiet, \$168 million rail transit renaissance
- A model for Central Ohio, other rail corridors?



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Statement of Purpose

All Aboard Ohio is a non-profit, member-based organization dedicated to promoting improved public transportation and passenger rail service throughout the state.

Our mission is to achieve for the citizens of Ohio a modern, consumer-focused, statewide passenger transportation network that provides people with real travel choices they want and can use.

All Aboard Ohio exists to increase public awareness of the need to improve and increase safe and efficient intercity passenger rail and local public transportation service in Ohio and throughout the United States; to support and conduct nonpartisan research, educational and informational activities; to provide research and information to foundations and corporate giving programs about the mobility needs of Ohioans; to sponsor reports, meetings and workshops; to sponsor other services to strengthen the stability of existing rail passenger and public transportation providers; and to educate the public about the use, benefits and investments required to improve and increase safe and efficient passenger ground transportation.

WANTED

Train of Thought

Executive Director Ken Prendergast



How do you fill in a hole? From the sides, usually. But how do you fill in a hole in a map like the one on Page 3 of this newsletter? Perhaps in the same way. That may be how we'll end the long drought of passenger rail development here in Ohio.

The record here in Ohio isn't entirely abysmal. There are some success stories, and we'll highlight them in this newsletter. Each doesn't involve the state – on purpose. One of them is the quiet renaissance of rail transit in Greater Cleveland – Ohio's only metro area with urban rail transit. Check out this issue's centerspread for more details on this untold story. That story happened without the state as a player.

And we also are highlighting in this issue that some of the nation's fastest-growing intercity passenger railroad services are right here in Ohio. That became clear as Amtrak reported yet another record-breaking year for ridership and revenues. The nation's passenger railroad will end the year with more than 30 million passengers and will cover 86 percent of its costs from revenues. Both are more than double Amtrak's results in its first year, exactly 40 years ago.

Those results are being led by Amtrak's Chicago-East Coast routes across Ohio: the daily *Lake Shore Limited* (Chicago-Toledo-Cleveland-Buffalo-New York City/Boston); daily *Capitol Limited* (Chicago-Toledo-Cleveland-Pittsburgh-Washington DC); and thrice-weekly *Cardinal* (Chicago-Cincinnati-Washington DC-New York City). Their ridership and revenues are not only beating the prior year's results by double-digit rates, but they are beating Amtrak's own projections. In 2010, 494,524 people rode Amtrak's three Chicago-East Coast routes.

Amtrak plans to expand service between Chicago and the East Coast in 2013, which could cause ridership in this market to nearly double to 920,000 trips. That projected growth will happen without help from the State of Ohio.

But All Aboard Ohio and others believe that Amtrak's expansion plans should be more aggressive because the potential ridership market is much bigger than that. And we believe that expansion can happen without Ohio's help. In fact, I'll argue that it can happen only if the State of Ohio is not involved.

How big is the Chicago-East Coast rail travel market? Consider that the 1,000-mile Chicago-East Coast corridor has 60.4 million people living within 10 miles of existing passenger rail routes. This compares favorably with the 51.5 million people living within 10 miles of China's 818-mile-long, 220-mph Jinghu high-speed rail corridor which was preceded by very frequent 100+ mph services on existing tracks. The success of the conventional service created the political constituency for the high-speed service, just as it has done every place else with high-speed trains.

All Aboard Ohio wants to see a busier passenger rail trunk line between Chicago

WANTED

Photos and Articles

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

kjprendergast@cox.net

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid negatives.

Always include your name and phone number!

Editor, Ohio Passenger Rail News
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success of the conventional service created the political constituency for the high-speed service, just as it has done every place else with high-speed trains.

All Aboard Ohio wants to see a busier passenger rail trunk line between Chicago and New York City established, possibly via Buffalo or Pittsburgh or both. Either trunk line would probably go through Cleveland and Toledo because the fastest tracks are there. In Indiana, the trains could go through Fort Wayne or South Bend, which could depend on whether Norfolk Southern plans to double-track the old Nickel Plate line through Fort Wayne, as is rumored. If a passenger route through Fort Wayne is reopened, it could make it easier to add a branch of passenger rail service from Columbus and Lima to Chicago.

Indeed, that is why All Aboard Ohio is seeking this trunk line across Ohio – so branches from it to the rest of Ohio can grow. Think of it as reverse-engineering the decline of passenger rail in Ohio. Routes like the Cleveland – Columbus – Dayton – Cincinnati (3C) Corridor weren't operated independently of long-distance routes. Instead, 3C and other intrastate routes were branches of long-distance travel corridors owned by the Baltimore & Ohio, New York Central, Pennsylvania and other railroads.

As the privately owned passenger train succumbed to government-subsidized highways and airports, Ohio's intrastate branches withered away first. They left the long-distance routes as the only ones with multiple daily trains on them. Now, more Americans are flocking to the rails to save money on gas, avoid highway- or airport-related stress, or to be more productive with their laptops and smart phones while traveling.

But reverse-engineering the decline is only one approach we should pursue. All Aboard Ohio President Bill Hutchison writes in his column (see Page 6) how local governments in Texas are pursuing regional passenger rail on their own, without help from state leaders. That is a lesson worth heeding here, especially in cities that lost the east-west long-distance mainline railroads, such as Columbus and Dayton.

Ohio is surrounded by states that are developing passenger rail services, with the bulk of the routes extending outward from Chicago and the East Coast (see map on Page 3). Increasing service on a trunk line between those routes would capitalize on the nationally significant growth rates enjoyed by Amtrak's existing Chicago-East Coast trains. And such rail links will make Ohio less of a gap in the map. After all, holes usually are filled in from the sides.

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.

Sign me up! I WANT BETTER RAIL PASSENGER SERVICES!

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Enclosed is a check or money order for selected membership level...

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- \$ 50 **First Class** - Includes an All Aboard Ohio logo pen
- \$ 35 **On Board**
- \$ 26 **On Track** (limited income, Military or Student)

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

Mail this application with a check or money order to:

All Aboard Ohio
309 South Fourth St, Suite 304
Columbus, OH 43215-5428

Chicago to East Coast, Amtrak's growth engine

“Growth” from page one ————— would fall by 31 percent, Amtrak predicts.

Amtrak is seeking an operating agreement with CSX and trying to identify an extra set of single-level equipment to permit this expansion. The last part is proving to be more difficult considering the record ridership of Amtrak systemwide. There are few spare cars to be had. Amtrak had hoped to expand the *Cardinal* to daily operation by this fall. That will have to wait at least another year.

Amtrak in 2010 placed a \$298.1 million order with CAF USA in Elmira, NY for 130 single-level Viewliner II cars (25 sleepers, 25 diners, 25 baggage/dorms, and 55 baggage cars) with an option to buy 70 additional cars. But those cars won't start hitting the rails until October 2012.

Also impacted by the shortage of equipment is Amtrak's proposal to create a third Chicago-New York City train by through-running sleepers, coaches and a café car between the *Capitol Limited* (linking Chicago, Toledo, Cleveland, Pittsburgh, Cumberland, Washington DC) and the *Pennsylvanian* (linking Pittsburgh, Altoona, Harrisburg, Philadelphia and New York City). The through cars would be switched between trains at Pittsburgh, requiring the construction of a \$2 million electrically powered switch and siding at the Pittsburgh station. The *Capitol* serves the Ohio cities of Toledo, Sandusky, Elyria, Cleveland and Alliance.

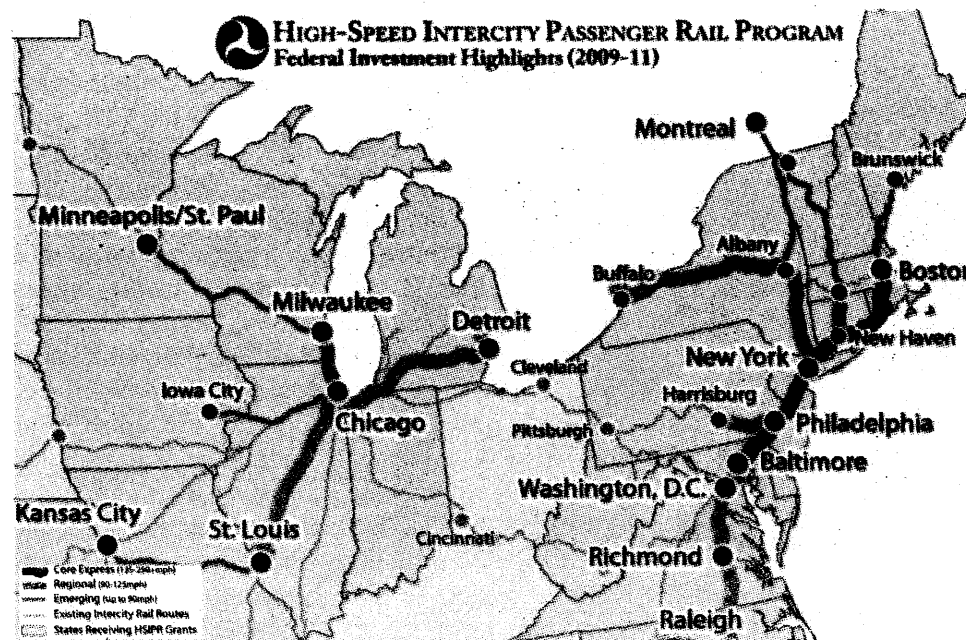
Already, the *Capitol Limited* is joining the other Chicago-East Coast trains in enjoying strong ridership and revenue growth. Ridership is up 6 percent this year over last and is on target to exceed

The other is the Northeast Corridor-based system with routes into Maine, Vermont, New York, Pennsylvania and Virginia. Crossing the moat of Ohio would also begin to introduce Ohio citizens and policymakers to the passenger rail progress occurring in the rest of the nation.

When four daily trains in each direction are added to the existing train services, Amtrak would be able to offer six daily round trips between Chicago, Toledo and Cleveland. Combined with enhanced track capacity along Norfolk Southern's mainline and a 90 mph top speed pursuant to the installation of Positive Train Control signaling, Chicago - Toledo - Cleveland would rank with some of the most developed passenger rail corridors in the Midwest. And it would finally provide rail advocates statewide with a local example of high-quality passenger train service and Ohioans' response to it.

That example could then be used to argue for funding to develop branches off the Chicago-East Coast trains to serve Ohio cities — just as they did decades ago. In a way, it would be “reverse engineering” the decline of passenger rail in Ohio.

This would also provide a foundation for developing high-speed rail services, which will take at least a decade of planning, funding procurement and construction. Reps. Marcy Kaptur (D-9, Toledo), Steve LaTourette (R-14, Bainbridge) and



Federal Railroad Administration map

How do you fill a hole? From the sides! Thirty-four states kept federal funds to plan or develop passenger rail. Ohio was among only 16 that did not. All Aboard Ohio seeks faster, more frequently served passenger rail trunk lines to unite the Chicago- and East Coast-based rail networks and add branches from these trunks to more of Ohio.

Tim Ryan (D-17, Niles) joined forces earlier this year to work with Amtrak and federal officials to expand and improve east-west passenger rail services. They are seeking federal funding to help make it happen. No state funding is being sought. All Aboard Ohio has been coordinating meetings with other passenger rail advocacy groups in the Midwest and Northeast to organize support for improved Chicago-East Coast train services.

Also, All Aboard Ohio provided the

congresspersons its 2008 “Fix-It First” report which showed how expanded train stations could reduce rail traffic congestion, delays and travel time while providing capacity for expanded Amtrak services in the near future. The projected one-time capital cost of the suggested station improvements was between \$35 million and \$53 million. All Aboard Ohio continues to advocate its Fix-It First plan with local governments, chambers of commerce and other stakeholders.

NEC Spine	October-June FY11									
	Ridership					Ticket Revenue				
	FY11	FY10	Budget	% change vs.		FY11	FY10	Budget	% change vs.	
1 - Acela	2,607,801	2,441,165	2,489,294	+6.8	+4.8	\$379,187,025	\$335,083,427	\$348,086,965	+13.2	+8.9
5 - Northeast Regional	5,633,365	5,362,216	5,467,034	+5.1	+3.0	\$371,230,945	\$345,115,696	\$357,818,047	+7.6	+3.7
99 - Special Trains	4,507	6,273	7,080	-28.2	-36.3	\$579,905	\$684,753	\$830,300	-15.3	-30.2
Subtotal	8,245,673	7,809,654	7,963,408	+5.6	+3.5	\$750,997,875	\$680,883,876	\$706,735,312	+10.3	+6.3

Already, the *Capitol Limited* is joining the other Chicago-East Coast trains in enjoying strong ridership and revenue growth. Ridership is up 6 percent this year over last, and is on target to exceed 225,000 riders for the entire year. More impressively, revenue on the *Capitol Limited* is up 12 percent so far this year, or 9 percent more than Amtrak had originally budgeted. The *Pennsylvanian's* ridership is up 2.3 percent so far in 2010, and revenue is up 5 percent, almost exactly what Amtrak had budgeted.

If Chicago-New York City through-cars are operated between the *Capitol* and *Pennsylvanian*, Amtrak projects ridership to grow by another 9 percent, or 20,000 trips per year. And it will reduce Amtrak's loss per passenger-mile on this route by 15 percent.

The net result is that, if Amtrak's growth continues and the planned expansions occur, Amtrak trains serving Ohio could be carrying more than 920,000 riders total in 2013 compared to 494,524 riders carried in 2010. What is even more remarkable is that Amtrak could be carrying far more riders because it is already turning away people wanting to ride the existing, sold-out trains. And those passenger trains are the only ones operating over long sections of their routes. That means if more trains were operated, the trains might fit into more travelers' schedules.

Consider the benefits if Amtrak operated four more Chicago-New York City trains per day each way. Two round trips could operate via Buffalo and Albany; the other two could operate via Pittsburgh and Philadelphia. Expanded Chicago-East Coast train services would also unite two rapidly developing passenger rail spheres of influence separated only by the inactivity of Ohio.

One is the Chicago-based network reaching into Minnesota, Wisconsin, Iowa, Missouri, Indiana and Michigan.

	FY11	FY10	Budget	FY11	Budget	FY11	FY10	Budget	FY11	Budget	FY11	FY10
NEC Spine												
1 - Acacia	2,007,801	2,441,105	2,489,294	+6.8	+4.8	\$379,187,025	\$335,083,427	\$348,086,965	+13.2	+8.9		
5 - Northeast Regional	5,633,365	5,362,216	5,467,034	+5.1	+3.0	\$371,230,945	\$345,115,696	\$357,818,047	+7.6	+3.7		
99 - Special Trains	4,507	6,273	7,080	-28.2	-36.3	\$579,905	\$684,753	\$830,300	-15.3	-30.2		
Subtotal	8,245,673	7,809,654	7,963,408	+5.6	+3.5	\$750,997,875	\$680,883,876	\$706,735,312	+10.3	+6.3		
State Supported and Other Short Distance Corridors												
3 - Ethan Allen	34,607	33,652	37,008	+2.8	-6.5	\$1,757,614	\$1,674,731	\$1,892,226	+4.9	-7.1		
4 - Vermonter	64,375	61,546	61,254	+4.6	+5.1	\$3,536,689	\$3,397,877	\$3,458,440	+4.1	+2.3		
7 - Albany-Niagara Falls-Toronto	301,832	269,271	274,764	+12.1	+9.9	\$16,970,705	\$15,146,321	\$15,977,113	+12.0	+6.2		
9 - Downeaster	373,149	341,626	347,427	+9.2	+7.4	\$5,088,805	\$4,702,738	\$4,973,015	+8.2	+2.3		
12 - New Haven-Springfield	282,612	270,252	265,072	+4.6	+6.6	\$8,177,385	\$7,626,331	\$7,658,749	+7.2	+6.8		
14 - Keystone	1,013,088	972,385	973,862	+4.2	+4.0	\$22,318,561	\$20,847,203	\$21,222,049	+7.1	+5.2		
15 - Empire (NYP-ALB)	767,248	725,043	742,726	+5.8	+3.3	\$29,638,874	\$28,137,133	\$29,946,580	+5.3	-1.0		
20 - Chicago-St. Louis (Lincoln Service)	412,176	409,947	407,249	+0.5	+1.2	\$9,005,813	\$9,535,111	\$9,725,956	-5.6	-7.4		
21 - Hiawatha	597,180	564,844	570,615	+5.7	+4.7	\$10,813,405	\$10,149,540	\$10,536,236	+6.5	+2.6		
22 - Wolverine	377,087	336,439	377,069	+12.1	+0.0	\$14,018,564	\$11,816,594	\$13,470,087	+18.6	+4.1		
23 - Chicago-Carbondale (Illini/Saluki)	229,370	194,842	233,683	+17.7	-1.8	\$6,451,302	\$5,645,861	\$6,841,811	+14.3	-5.7		
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	165,568	152,615	155,060	+8.5	+6.8	\$4,112,429	\$3,649,221	\$3,833,796	+12.7	+7.3		
29 - Heartland Flyer	60,373	57,177	54,451	+5.6	+10.9	\$1,356,668	\$1,242,018	\$1,220,328	+9.2	+11.2		
35 - Pacific Surfliner	2,021,007	1,888,291	1,988,305	+7.0	+1.6	\$38,615,551	\$34,698,584	\$37,486,635	+11.3	+3.0		
36 - Cascades	600,898	599,334	637,153	+0.3	-5.7	\$20,668,595	\$19,005,874	\$18,924,526	+8.7	+9.2		
37 - Capitol Corridor	1,267,872	1,168,602	1,174,274	+8.5	+8.0	\$18,938,595	\$16,907,344	\$17,870,256	+12.0	+6.0		
39 - San Joaquin	779,295	724,550	765,786	+7.6	+1.8	\$26,031,421	\$22,740,427	\$23,475,644	+14.5	+10.9		
40 - Adirondack	84,824	77,317	82,464	+9.7	+2.9	\$4,289,906	\$3,993,504	\$4,362,155	+7.4	-1.7		
41 - Blue Water	135,046	108,467	114,240	+24.5	+18.2	\$4,127,062	\$3,290,933	\$3,595,536	+25.4	+14.8		
46 - Washington-Lynchburg	117,869	89,276	84,887	+32.0	+38.9	\$7,192,259	\$5,408,241	\$5,261,293	+33.0	+36.7		
47 - Washington-Newport News	404,459	334,589	370,983	+20.9	+9.0	\$21,569,257	\$18,301,103	\$20,710,474	+17.9	+4.1		
54 - Hoosier State	27,595	24,616	27,911	+12.1	-1.1	\$610,419	\$582,585	\$670,170	+4.8	-8.9		
56 - Kansas City-St. Louis (MO River Runner)	139,080	121,006	124,364	+14.9	+11.8	\$3,528,765	\$2,838,193	\$3,032,107	+24.3	+16.4		
57 - Pennsylvanian	155,485	151,963	159,425	+2.3	-2.5	\$6,592,125	\$6,277,277	\$6,599,684	+5.0	-0.1		
65 - Pere Marquette	76,951	72,663	86,857	+5.9	-11.4	\$2,305,231	\$2,067,693	\$2,541,022	+11.5	-9.3		
66 - Carolinian	237,254	226,974	246,425	+4.5	-3.7	\$13,252,710	\$12,353,522	\$13,180,038	+7.3	+0.6		
67 - Piedmont	105,666	65,956	92,653	+60.2	+14.0	\$1,843,927	\$996,864	\$1,565,883	+85.0	+17.8		
74-81 - Buses	-	-	-	-	-	\$5,744,408	\$4,855,545	\$4,326,619	+18.3	+32.8		
96 - Special Trains	35,360	34,056	34,092	+3.8	+3.7	\$2,303,663	\$2,127,193	\$2,097,668	+8.3	+9.8		
Subtotal	10,867,326	10,077,299	10,490,059	+7.8	+3.6	\$310,860,710	\$280,015,562	\$296,456,098	+11.0	+4.9		
Long Distance												
16 - Silver Star	320,656	293,463	308,693	+9.3	+3.9	\$24,640,350	\$21,986,649	\$22,721,705	+12.1	+8.4		
18 - Cardinal	83,970	76,185	86,560	+10.2	-3.0	\$5,327,283	\$4,430,011	\$5,165,320	+20.3	+3.1		
19 - Silver Meteor	278,903	261,768	277,554	+6.5	+0.5	\$29,004,945	\$25,990,837	\$27,912,783	+11.6	+3.9		
25 - Empire Builder	344,517	381,919	385,979	-9.8	-10.7	\$35,444,152	\$36,887,185	\$37,833,509	-3.9	-6.3		
26 - Capitol Ltd.	166,609	156,696	164,871	+6.3	+1.1	\$14,472,136	\$12,990,766	\$13,282,125	+12.3	+9.0		
27 - California Zephyr	276,347	266,226	272,707	+3.8	+1.3	\$32,460,593	\$29,050,307	\$30,736,004	+11.7	+5.6		
28 - Southwest Chief	258,289	241,035	237,749	+7.2	+8.6	\$31,154,943	\$28,227,739	\$28,662,087	+10.4	+8.7		
30 - City of New Orleans	170,169	166,283	172,085	+2.3	-1.1	\$12,709,779	\$12,391,333	\$13,032,374	+2.6	-2.5		
32 - Texas Eagle	219,500	208,587	209,622	+5.2	+4.7	\$17,622,470	\$16,077,384	\$16,248,463	+9.6	+8.5		
33 - Sunset Ltd.	74,711	67,394	66,523	+10.9	+12.3	\$8,144,867	\$7,106,063	\$6,870,452	+14.6	+18.5		
34 - Coast Starlight	303,840	316,144	327,655	-3.9	-7.3	\$27,148,841	\$25,385,734	\$25,620,393	+6.9	+6.0		
45 - Lake Shore Ltd.	288,327	261,643	258,962	+10.2	+11.3	\$22,072,059	\$18,840,596	\$18,779,344	+17.2	+17.5		
48 - Palmetto	150,957	136,903	136,837	+10.3	+10.3	\$12,521,176	\$10,690,458	\$10,457,141	+17.1	+19.7		
52 - Crescent	228,409	218,488	225,855	+4.5	+1.1	\$22,178,171	\$20,700,622	\$21,684,270	+7.1	+2.3		
63 - Auto Train	196,801	182,984	185,388	+7.6	+6.2	\$53,081,478	\$46,981,138	\$47,419,055	+13.0	+11.9		
Subtotal	3,362,005	3,235,718	3,317,040	+3.9	+1.4	\$347,983,238	\$317,636,815	\$326,425,027	+9.6	+6.6		
Amtrak Total	22,475,004	21,122,671	21,770,507	+6.4	+3.2	\$1,409,841,823	\$1,278,536,252	\$1,329,616,437	+10.3	+6.0		

Ohio's quiet, \$168 million

Something very interesting and encouraging is quietly happening in Greater Cleveland, which attendees to the Fall Meeting Oct. 29 (see back page) can experience for themselves. The Greater Cleveland Regional Transit Authority (GCRTA) is in the midst of a \$168.2 million rail improvement program that is resulting in a more modern, attractive transit system. Most of that, \$155.5 million, is specific to GCRTA's 2010-15 rail capital improvement budget.

These and prior investments to stations, rebuilt rail cars and rights of way are attracting new Transit-Oriented Development (TOD) and new ridership that is helping the city and its transit system recover from the devastating recession. To save money, GCRTA has refocused bus services to feed the rail system since the trains are electrically powered and not subject to fuel price increases. The rail system has, once again, become the focus of Northeast Ohio transit, as well as to some real estate developers who are discovering that increasing numbers of people want to live, work and play close to transit.

The city's busiest transit route is the Airport-Tower City-Windermere Red Line which has seen ridership skyrocket upward nearly 20 percent so far this year. Travel on the new HealthLine bus rapid transit line in the median of Euclid Avenue also seen strong growth – up 13 percent in the first half of 2011. Indeed, it is common to see standees on the Red Line or the HealthLine at midday; rush-hour trips are often packed to the doors. And GCRTA's two light-rail lines into Shaker Heights have seen their ridership grow slightly, about 2 percent. Thus far in 2011, systemwide ridership is up 4.3 percent overall.

GCRTA's rail projects include the upgrade of the catenary system that feeds electric power to the trains, plus station and track rehabilitations, new bridges, train control systems, rail vehicle overhauls and new signage. Specifically, these investments for 2010-15 are:

- Rail station rehabilitations – \$47.0 million
- Overhaul of the heavy rail Red Line cars

alternatives analysis, however.

In 2012, the \$275 million Flats East Bank project, including a 21-story office tower, adjoining Starwood Aloft boutique hotel, restaurants, shops, plus riverfront parks and boardwalks will open next to the light-rail Waterfront Line's Flats East Bank station. The following year, the \$465 million Medical Mart and Convention Center will open between the Waterfront Line's West Third Street/Browns Stadium and North Coast stations. GCRTA officials said they will likely convert the Waterfront Line from weekend/special event-only service to daily operation to serve these major new downtown projects.

In the Uptown District of University Circle, at the crossing of the Red Line and the HealthLine, more than \$200 million worth of housing, retail, commercial and museum space is under construction. Another \$200 million is planned. These projects include MRN Ltd.'s Uptown mixed-use village, Circle 118 townhouses, 27 Coltman luxury housing, Circle Vista Apartments, Museum of Contemporary Art and an expansion of the Cleveland Institute of Art. Combined, these represent more than 300 housing units, nearly 200,000 square feet of new shops and restaurants, and more. GCRTA plans to relocate its Euclid-East 120th Red Line station closer to Mayfield Road in Little Italy to better serve this area. Real estate investors have acquired property and plan more mixed use developments in anticipation of this station relocation.

Since the 1990s, GCRTA has rebuilt its entire light-



Photo courtesy of Cleveland.com

More Clevelanders are waking up to transit. The bedroom view from the new Circle 118 townhouses (most sold for \$300,000+) is off the Red Line's East 120th train station over Euclid Avenue served by HealthLine buses. Another 27 condos selling for up to \$600,000 are seen just beyond the station.

rail fleet, rehabilitated 17 stations, replaced bridges, upgraded tracks and signal systems, and more. The \$168.2 million in improvements, planned or underway, are only making the system better. A modernized, electrically powered, 37-mile rail system, complemented by the 5-mile-long HealthLine busway and other transit services are assets for Greater Cleveland to rally around, especially as fuel prices and the global economy encourage us to make smarter lifestyle choices. Young people and seniors, the nation's two largest demographic groups, are already leading this change to a transit-oriented lifestyle. It's good to see Greater Cleveland finally starting to embrace it.

Cleveland passenger rail

Specifically, these investments for 2010-15 are:

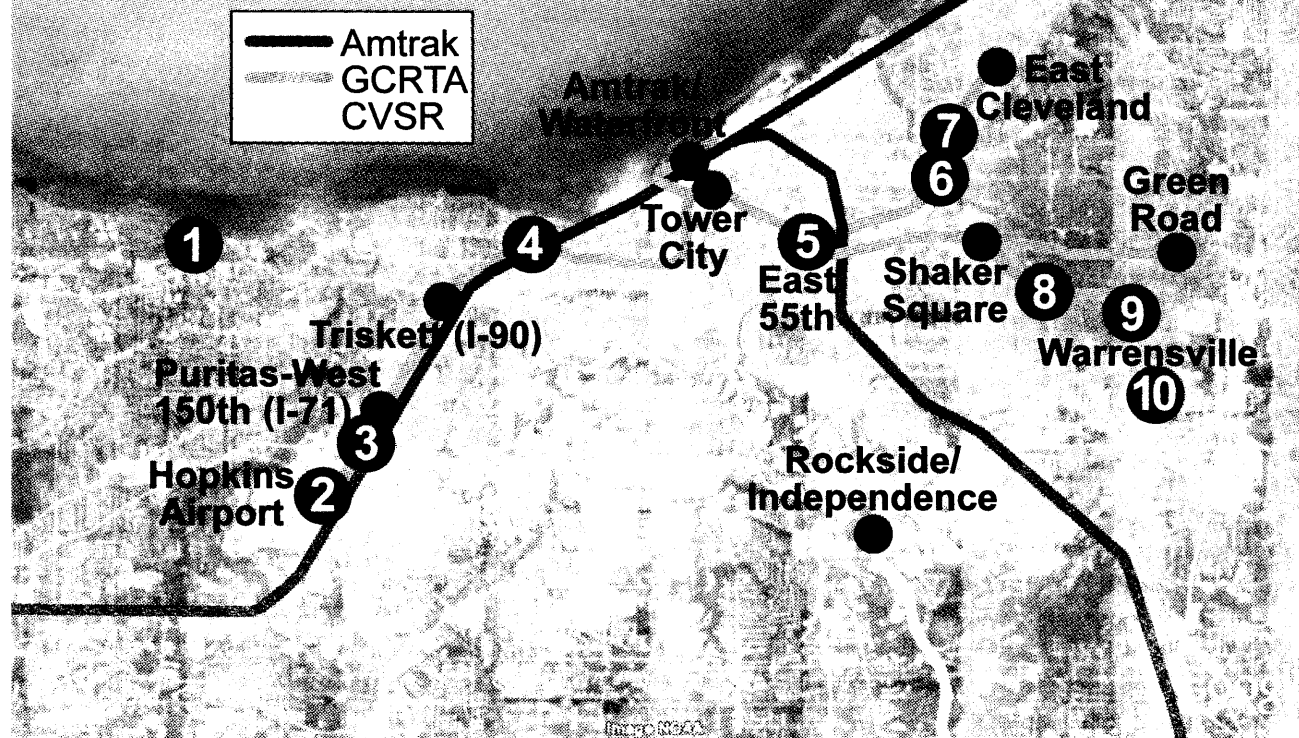
- Rail station rehabilitations – \$47.0 million
- Overhaul of the heavy-rail Red Line cars – \$7.9 million
- Rehabilitation of tracks – \$24.9 million
- Upgrade of catenary electrical system – \$18.5 million
- Upgrade of train control/signal systems – \$8.1 million
- Blue Line extension/Warrensline terminal – \$49.1 million.
- Rehabilitate five rail bridges – \$12.7 million

The Blue Line extension shown above is the first phase of extending the light-rail transit in Shaker Heights. This involves replacing a high-speed, accident-prone, six-way intersection of Van Aken, Warrensville and Chagrin with a street grid through which the Blue Line will be extended to a new intermodal transportation center. Surrounding it will be a new downtown of walkable streets, with housing and offices built over shops, restaurants and cafes called the Warrensville/Van Aken District.

A second phase of the Blue Line extension could soon move from alternatives analysis to preliminary engineering. GCRTA plans to extend the Blue Line two miles southward in the median of Northfield Road to the closed Randall Park Mall which was bought by an investor seeking to convert it into a mixed-use development. There has also been casual discussion at GCRTA about conducting an alternatives analysis of either extending the Red Line or the HealthLine from Windermere to the closed Euclid Square Mall as part of its future redevelopment.

On the west side, a partial alternatives analysis has been conducted for the West Shore Corridor Transportation Project, linking lakeshore communities in Erie, Lorain and Cuyahoga counties with downtown Cleveland as the eastern anchor. Initially, express buses could link Cleveland transit centers, downtown Lorain and major employment centers in Erie and Lorain counties using funding from a public-private partnership. Later, rush hour-only, self-propelled diesel rail cars may be considered for the 25 miles of Norfolk Southern tracks between Cleveland and the Black River Transportation Center in downtown Lorain. Startup cost could be \$60 million to \$90 million. More funding is needed to complete the

Cleveland passenger rail



2011 RTA rail improvements included:

- Woodhill-East 93rd Blue/Green Line Station** – This was a \$3.2 million rehabilitation of a single-level station facility.
- Puritas-West 150th Red Line Station** – This was an \$8.5 million station rehabilitation that replaced a dank passenger tunnel with a glass-enclosed overhead walkway.
- Rockefeller Bridge Demolition** – For \$1.8 million, GCRTA demolished a long-closed street over its joint Red/Blue/Green lines and relocated the bridge's waterline and communication ducts.

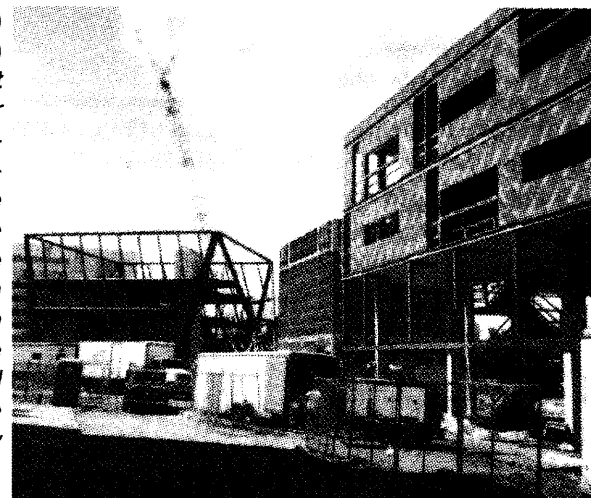


GCRTA Photo
Rapid transit is a big lift. Greater Cleveland Regional Transit Authority's new stations create good-paying construction jobs, such as in 2009 when the Puritas Red Line station was under construction next to and over the Norfolk Southern/Amtrak line. After it opened May 17, 2011, the Kamms Corners Development Corp. began creating a Transit-Oriented Development guideplan for this station and the next station east at West Park.

n rail transit renaissance



Aerial Aspect Photography (left) UrbanOhio.com (right)
The \$275 million Flats East Bank district, left, is under construction straddling the light-rail Waterfront Line, with its nearest station at the bottom of the picture. The Amtrak line is at the project's north edge. At right, the first phases of \$400 million worth of development in the Uptown District in University Circle are rising between the Red Line and HealthLine transit routes to serve growing numbers of university and health care jobs.



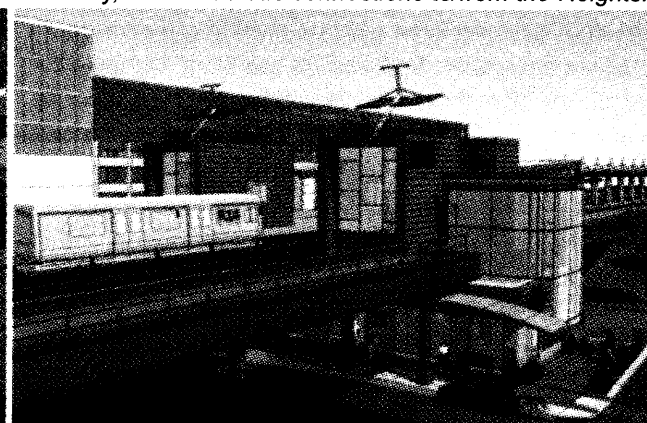
Greater Cleveland rail transit – fully/partially funded projects:

● **West Shore Corridor Transportation Project** – regional bus or commuter rail linking the lakeshore communities in Erie, Lorain and Cuyahoga counties. Lorain County is sponsor. Currently in alternatives analysis by Parsons Brinckerhoff.

● **Airport subway tunnel renovation** – Greater Cleveland Regional Transit Authority (GCRTA) seeking \$6 million for improving the 43-year-old Red Line tunnel's safety, structure, track and drainage systems.

● **Brookpark Red Line Station** – design for a permanent

Robert Pence photo (below, left) GCRTA graphic (below, right)
The gentrifying Ohio City neighborhood and West Side Market provide steady passenger traffic to the Red Line seven days a week, including in this Saturday view. On the other side of town, city and transit officials are seeking more than \$9 million to slightly relocate the East 120th station to Mayfield Road so it can better serve the Uptown neighborhood and Little Italy, as well as bus connections to/from the Heights.



Other current major rail transit projects in Greater Cleveland:

Light-Rail Trunk Line Turn-Outs – GCRTA has been replacing aging track hardware at 18 switch- replace a total of 12 at-grade road-rail crossings on the Blue/Green Lines

for improving the 43-year-old Red Line tunnel's safety, structure, track and drainage systems.

Brookpark Red Line Station – design for a permanent replacement of the existing and temporary expanded facilities is due to be completed this year. About \$13.8 million in construction funding will then be sought.

Red Line S-Curve – This 3,000-foot-long S-curve, between the West 117th Street and West Boulevard Rapid stations, is in a deep trench that needs its retaining walls repaired and strengthened. Tracks and overhead wires will also be improved. Funding is being sought for this \$7 million project.

East 55th Street Rapid Station – Although the new, \$12 million, relocated station opened to rail passengers on Aug. 22 (replacing a 56-year-old facility on the other side of the street), its ribbon won't be cut by officials until the fall. This station serves the heavy-rail Red Line and the light-rail Blue and Green lines.

University Circle-Cedar Red Line Station – Construction will start in Summer 2012, revitalizing the existing station with a new, \$13 million rail and bus transfer facility that features an innovative design.

University Circle-East 120th Red Line Station – Designs for relocating this station slightly to the south to better serve Uptown-Little Italy will be done by the end of 2011. Early cost estimates are \$9.1 million for the station and possibly extra for bridge and neighborhood enhancements.

Lee/Van Aken Blue Line Station – Designs are completed and about \$4 million is being procured for relocating the two-level station to the east side of Lee Road.

Blue Line Extension/Warrensville Terminal – GCRTA is completing design for this proposed \$49.1 project that would extend the Blue Line from its current terminus, through a new Warrensville/Van Aken Downtown District, to a new a rail/bus transfer station on the southeast side of the new downtown district.

Blue Line Corridor Extension – An alternatives analysis is nearing completion for possibly extending GCRTA's Blue Line. Early data suggests the best option would be to extend the Blue Line 2 miles southward to the closed Randall Park Mall which was bought by an investor seeking to redevelop the site.

projects In Greater Cleveland:

Light-Rail Trunk Line Turn-Outs – GCRTA has been replacing aging track hardware at 18 switch-ers on the Blue/Green Line between Shaker Square and East 55th Street for about \$2 million.

Heavy-Rail Vehicle Overhauls – The Tokyu fleet operating on the Red Line is more than 25 years old and is undergoing a \$3.9 million rehabilitation.

Rail Infrastructure Upgrade Program – This project provides \$1.6 million for the acquisition of equipment and materials required to upgrade the infrastructure of all three GCRTA rail lines.

Waterfront Line Chute Track Repairs – About \$600,000 is being spent to repair concrete plinths that support the outbound track from Tower City Center into the Flats.

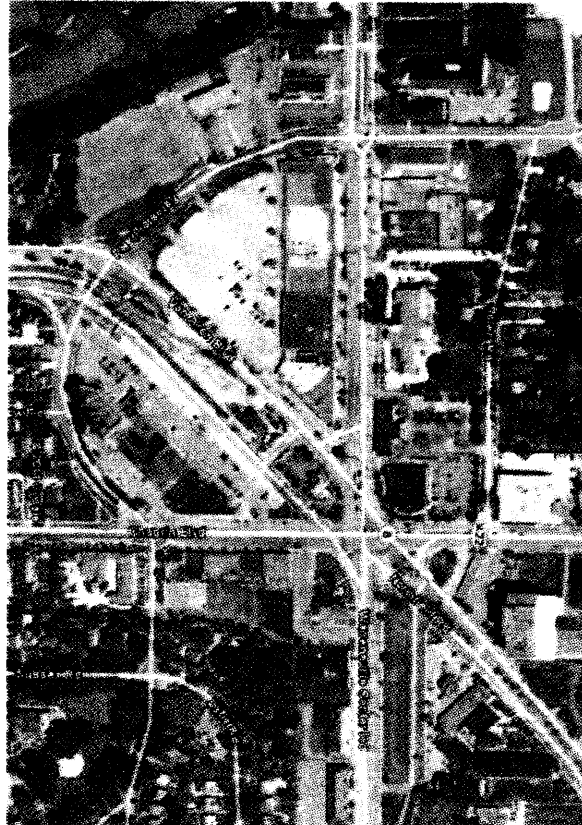
Shaker Heights Crossing Upgrades – This \$2.8 million project is the first of three phases to

replace a total of 12 at-grade road-rail crossings on the Blue/Green Lines.

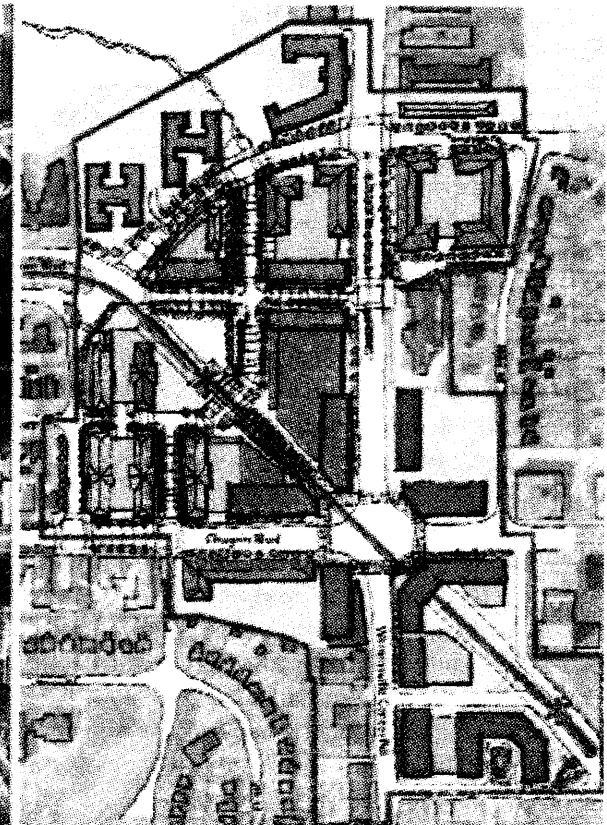
Fairhill Substation Rehab – This \$3 million project will upgrade the structure and modernize equipment at the 57-year-old electrical substation for the Red Line near University Circle.

Blue/Green Line Signals – This \$8.5 million project will replace an aging signal system on the trunk line between Shaker Square and East 55th Street. The new, safer system will include cab signals and better communications to reduce head-ways between trains.

Rail Bridge Rehabilitations – GCRTA has \$12.7 million in hand for the rehabilitation of five track bridges and related structures at various locations throughout the rail system including the Cuyahoga Valley viaduct.



GoogleMap image



City of Shaker Heights graphic

Before (left) and after (right) views of the Warrensville/Van Aken district show how a car-dominated area will be turned into a pedestrian-friendly Transit Oriented Development. The new downtown district for Shaker Heights includes a phase-one extension of the Blue Line light rail southeast to a new intermodal station.

All Aboard Ohio's President

Governors come and go, but the goal remains the same

By Bill Hutchison
President, All Aboard Ohio

In the face of the complete rejection of rail passenger service by the State of Ohio it would be easy to run up the white flag and simply walk away. After all, the current administration considers rail such an anathema it won't even consider the "talk-study" route so many of us complained about for years. They just killed the whole process outright, didn't they?

We worked for years with state leaders and didn't get very far. I remember former presidents Dave Marshall and Tom Pulsifer railing about "stallsmiths" who chatted amicably but did little when push came to shove. Governors came and went, but nothing seemed to change, regardless of party and there was never a real champion for rail in the legislature. We were always sidetracked at the last minute for one reason or another and now the door has been slammed in our faces.

Maybe we need to take a fresh look at things. Maybe the time has come to bypass the state government. After all, Ohio has never been what one would call a visionary or progressive state. It stalled on the Ohio Turnpike for years, long after Pennsylvania completed its turnpike up to our border. I-71 terminated in a cornfield outside Medina for years before it was pushed through to Cleveland. Ohio ranks at or near the bottom in many categories, except for job losses and seems to prefer to live in genteel poverty instead of doing anything to help itself.

I might add that the state is holding back its more progressive, transit-friendly areas, such as Northeast Ohio, which would be moving away from autocentric transportation decisions faster if state policy was more open-minded. On this and other urban issues, the state has been giving the cities of Ohio the back of its hand. Transit funding has been slashed which, if you can't afford a car, it means you are a third-rate citizen. Why? It's pretty simple: urban areas tend to vote Democratic. Suburban or rural Republicans are not going to do anything to help them.

Let's look at who else we can work with and how these entities are making passenger rail happen in other states. In these places, Metropolitan Planning Organizations (MPOs), cities, counties, port authorities and regional entities are working together for the common good. Private developers are also playing a role, especially with station developments. Public-Private Partnerships are yet another angle to this. Yet another approach is to attempt improvements to existing Amtrak routes without state involvement.

In California, counties banded together to form Joint Powers Authorities to develop rail passenger service. The stupendous growth of the San Jose-Oakland-Sacramento "Capitol Corridor" is the result of this approach. Closer to home, The Toledo-Lucas County Port Authority redeveloped the train station there and breathed new life into a once-seedy facility. Local governments in Sandusky and Elyria redeveloped their historic train stations into transportation centers. Cincinnati is pursuing expansion of trackside passenger facilities at Union Terminal. The list goes on.

A lesson from Texas for Ohio

The state of Texas is about as regressive as Ohio when it comes to passenger trains and yet the cities of San Antonio and Austin have banded together with Travis and Bexar Counties to form LSTAR with the goal of hourly service (half-hourly in peak periods) at speeds up to 90 mph. This would result in a 1:15 running time for expresses making two intermediate stops on the 117-mile route.

Interestingly, the distance and on-line population are nearly the same as the Cleveland-Columbus or Columbus-Dayton-Cincinnati legs of the 3C Corridor as well as the Toledo-Cleveland or Cleveland-Youngstown-Pittsburgh routes. LSTAR would deliver an increase of more than \$20 billion in personal income and a billion dollars each in state tax revenues, local taxes and school district revenues. The same could easily happen here.

ever it takes to facilitate this.

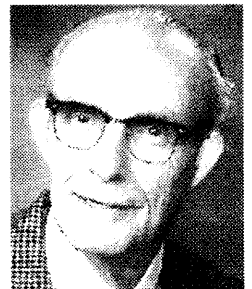
Playing small ball

In addition to the big-picture thinking above, there may be ways to work toward our goals on a small scale. How many times did you hear baseball announcers talk about "manufacturing" a run by playing "small ball," with a walk, a bunt and a base hit used to bring in the winning score? The same applies here. Changing a bus schedule, improving a transit connection or creating a new one is a way to get people out of their cars and build a constituency for better public transportation. Even ideas such as "complete streets" are a help, even if they have little to do with trains directly. Better connections to existing train services or improving the services themselves are a possible angle of attack. All of these should be investigated.

Just because the State of Ohio has turned its back on our issue is no reason for us to go quietly into the night. Quite the opposite. We will look at all possible means to develop rail service in Ohio. **THE GOAL REMAINS THE SAME!**

Former treasurer Allen passes

Some people never give up the fight for better passenger trains. That was Tom Allen, who was active with All Aboard Ohio before and after his two terms as treasurer. With his sharp mind, he wrote letters to newspaper editors and elected officials until his final days. Mr. Allen of Waverly and formerly of Delaware died May 13, 2011 at the age of 90 from worsening medical problems.



afford a car, it means you are a third-rate citizen. Why? It's pretty simple: urban areas tend to vote Democratic. Suburban or rural Republicans are not going to do anything to help them.

So, who needs Ohio?

Really, who needs Ohio? I think it's time to face the facts: it's very unlikely that Ohio would ever embrace rail of its own accord and even if it did, it has burned so many bridges that it's a pariah in Washington and won't be taken seriously. That means we must find other ways to achieve our goals by thinking unconventionally and being opportunistic.

an increase of more than \$20 billion in personal income and a billion dollars each in state tax revenues, local taxes and school district revenues. The same could easily happen here.

Indeed, developers could band with cities and counties here to form a new entity to develop rail service, with the trains serving as the loss leader that makes all the development and jobs possible. Interestingly, these route segments could be financed with federal transit money, since these are all under the 135-mile limit for regional transit projects. No need to rely on uncertain intercity or state funds. Our goal should be to do what-

and elected officials until his final days. Mr. Allen of Waverly and formerly of Delaware died May 13, 2011 at the age of 90 from worsening medical problems.

Mr. Allen had a terrific sense of humor, was an accomplished musician, but also a stickler for financial details as treasurer. He was born in Evanston, IL, a 1st Lt. in the Marines, and graduated from the University of Denver and got his Master's from LaSalle University. Mr. Allen lost his dear wife Dorothy years earlier but is survived by three children, five grandchildren and six great-grandchildren.

Remembering our association's founder

"Remembering" from page one

both support Amtrak's sparse network and work for more and better passenger train services. OARP grew, became for a while the largest state/regional rail passengers association in the U.S., garnered respect by Amtrak and also in the halls of municipal buildings, county courthouses, in the Ohio Statehouse, and in Washington.

Dave's growing Ziebart business began demanding more of his time, but his commitment of support to OARP and encouragement of its volunteer efforts did not waver. I had succeeded Dave as president of OARP in 1976. Several years later Dave asked me to leave public school teaching and work for him, with a clear understanding that as long as all my Ziebart advertising management and administrative work got done and on schedule, my time and energy could be devoted to the ongoing fight for passenger trains.

This flexible arrangement worked well for a while. But into the 1980s Dave and I both saw that Ohio's penchant for talking and studying was not leading to more and better passenger trains. While many Ohio politicians and civic officials were sympathetic and polite, and office doors remained open to OARP, the endless talking and studying had become a clear excuse for doing nothing. This frustrated Dave greatly, though he tried not to let it show. Meanwhile he effected changes in the operation of his Ziebart business that had me still doing his advertising and some administrative work, but from a small ad agency in Kettering.

Then, even with Dave's support from far in the back-

ground, I knew I could not devote the time or energy to the organization that I knew was required, and after serving as OARP's president for 13 years, I also stepped aside.

Dave's late mom and dad, Roberta and Bill, always resided on Walnut Street in Yellow Springs and Dave could see his beloved PRR Springfield Branch from a back window of the family home. In 2001 Dave became quite ill and sadly never regained full health. Though he had been doing rather well in an assisted living facility in the Linworth area of Columbus, he suddenly took a turn for the worse and passed away in Riverside Hospital on Tuesday, Aug. 23, 2011.

Dave was the father of two daughters, Jennifer Merkel and Elizabeth Crawford, and had four grandchildren, Anna Duggan, Katie Merkel, and Sara and Adam Crawford. He is also survived by his sister Cathy Fryman as well as his former wife and friend Susan Marshall. A memorial service and time of fellowship is planned for Saturday, September 24th, 2011, at 1 p.m. at Discover Christian Church, 2900 Martin Road, Dublin, OH 43017. Arrangements are being handled by the Jerry Spears Funeral Home, 2693 West Broad St., Columbus. In lieu of flowers, the family asks that donations be made to Discover Christian Church or to your favorite charity.



Photo by Tom Pulsifer
Happiest when riding a train, David S. Marshall is seen here with his wife Susan in 1990, riding a Northern Pacific Railroad dome car on a special train. David was the founder and first president (1973-76) of the Ohio Association of Railroad Passengers, the original name of All Aboard Ohio. He passed away after a long illness on Aug. 23, 2011.

It is regrettable that for his strong belief in passenger trains for Ohio, Dave Marshall will not witness the rebirth of intercity service in his favorite 3C Corridor. One day, the 3C trains will come. But please credit Dave Marshall with being, directly and indirectly, a major force in keeping the desire for more and better passenger trains alive in Ohio. Without his dedication, commitment and support early on, we could be even worse off than we are today.

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NORTHWEST	Toledo	Bill Gill	419 / 536-1924
SOUTHWEST	Cincinnati Dayton	Beau Tuke Linda Leas	513 / 721-0776 937 / 253-9448
CENTRAL/S.E.	Columbus	Larry Robertson	614 / 459-0359

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NARP Council of Representatives from Ohio

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J. Howard Harding Akron, OH	330 / 867-5507	<i>Bill Hutchison</i> 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., 2011

BREAKING NEWS!

At one end of the Capital Beltway, the Republican majority in the U.S. House of Representatives' Appropriations Subcommittee proposed \$7.7 billion in

in the loss of hundreds of thousands of highway, transit and housing construction jobs. It would only delay the nation's infrastructure repair bill to a later date when it

Infrastructure Bank, which includes transportation, water, and energy infrastructure.

Persons essential to getting Congress to embrace the pro-jobs, pro-infrastructure and pro-rail agenda include the Congressional Bipartisan High Speed & Intensity

At one end of the Capital Beltway, the Republican majority in the U.S. House of Representatives' Appropriations Subcommittee proposed \$7.7 billion in cuts to Amtrak, high-speed rail, public transit and highways. At the other, President Barack Obama proposed a jobs bill with big investments in the nation's infrastructure.

Specifically, in the 2012 Transportation-Housing appropriations proposal, the House Appropriations Subcommittee recommended a **shut-down budget for Amtrak** by cutting its operating funding 60 percent, or \$357 million. The proposal would prohibit the use of any federal funds to Amtrak to pay operating costs of state-supported trains.

If enacted by the full Congress, it will eliminate nearly 150 weekly state-sponsored trains and their nine million passengers who ride them each year. It is a shut-down budget for Amtrak because the national system would fail from the loss of nearly one-third of the network's ridership and the significant connecting revenues it generates. The economies of hundreds of communities nationwide will be hurt.

Also, the Associated General Contractors of America reported that this appropriations proposal would result

in the loss of construction of thousands of highway, transit and housing construction jobs. It would only delay the nation's infrastructure repair bill to a later date when it will be more expensive to fix.

"Building a world-class transportation system is part of what made us an economic superpower," President Obama said in his jobs-bill speech Sept. 8. "And now we're going to sit back and watch China build newer airports and faster railroads? At a time when millions of unemployed construction workers could build them right here in America?"

So the president proposed the American Jobs Act with these rail-related investment categories:

Transit – \$9 billion of investments to repair transit systems, including streetcars, light-rail, subways and commuter rail.

Amtrak – \$2 billion for "state-of-good repair" improvements to intercity passenger rail service.

High-Speed Rail – \$4 billion to develop high-speed rail corridors.

All Surface Transport – \$5 billion for the TIGER and TIFIA programs.

All Surface Transport – \$10 billion for the National

water, and energy infrastructure.

Persons essential to getting Congress to embrace the pro-jobs, pro-infrastructure and pro-rail agenda include the Congressional Bicameral High Speed & Intercity Passenger Rail Caucus. It was formed earlier this year and already has 39 representatives and 12 senators. Two Ohio Congresspersons are caucus members: Rep. Marcy Kaptur (D-9) of Toledo and Rep. Steve LaTourette (R-14) of Bainbridge.

More pro-rail Congresspersons from Ohio are needed on the caucus. All Ohioans are encouraged to ask their representatives and senators to join it by contacting caucus staffer John Monsif. He is the legislative director for Rep. Louise M. Slaughter of New York's 28th District (parts of Buffalo, Niagara Falls and Rochester).

Members are urged to contact their congressperson and senators ask for their support of federal investments in Amtrak and high-speed rail, at:

Rep. _____; U.S. House of Representatives, Washington D.C., 20515; www.house.gov

Sen. Brown/Portman; U.S. Senate, Washington D.C. 20510; www.senate.gov

Capitol Hill switchboard: 202-224-3121.

Anti-Cincy streetcar issue returns to ballot

"Which part of 'no' didn't you understand?" could be the rallying cry for those who support more urban revitalization and good-paying jobs in Cincinnati. As if the extremist opponents of the Cincinnati streetcar, many of whom don't even live in the city, didn't understand voters the first time, they are returning an anti-streetcar issue to the ballot in November.

In 2009, the same characters, including the ultra right-wing COAST and even the anti-mayor NAACP president, put a City Charter amendment on the ballot that would prohibit any city spending on any passenger rail project. Voters turned it down by a 56.2 percent to 43.8 percent margin.

Now they are seeking the same ballot issue with different wording, prohibiting any passenger rail service from being built on any city-owned public right of way for a generation.

Supporting this City Charter amendment will not only kill the streetcar but any hope of rail-related development

in the city – even if it is a private investment. That includes light-rail, commuter rail, intercity rail and even inclines! The amendment would ban preliminary design and engineering (which are necessary even for feasibility studies), and it would outlaw any financial contributions from federal, state, regional, nonprofit or private partners.

And, what many have overlooked is that one of those city-owned, public rights of way is the Cincinnati Southern Railroad which links the Queen City with Chattanooga, TN. That is an interstate route, so if anyone wants to run a passenger train on that railroad, it could be illegal under this proposed city law. A city or state cannot prohibit or otherwise regulate interstate commerce.

Even if you are against this specific streetcar project, please make it known that anti-growth issues such as this are detrimental to Cincinnati. For more details, please visit www.cincinnatiansforprogress.com, send an e-mail to cincinnatiansforprogress@gmail.com or

write to them at Cincinnatians for Progress, 417 Vine Street, Suite 202, Cincinnati, OH 45202.



UrbanOhio photo

Cincinnatians are needed again to come to the aid of their streetcar. Extremists want to block all rail progress with yet another ballot issue this November.

A model for Central Ohio, other rail corridors?

In a state with politics similar to Ohio's, passenger rail development is moving forward. How? Because local leaders have taken charge of it.

In Texas, the Austin-San Antonio Intermunicipal Commuter Rail District was formed by state legislation in 2003 to implement a three-part strategy to reduce congestion on Interstate 35, improve freight mobility, speed NAFTA trade between Laredo and Dallas, and spur economic development in the 117-mile Austin-San Antonio Corridor.

The district, since renamed as the Lone Star Rail District, is governed by a 14-member board consisting of city- and county-elected officials, business representatives appointed by cities, metropolitan and rural transit providers along the route and representatives appointed by the Texas Department of Transportation, and representatives of the area's metropolitan transportation planning organizations.

Their commuter rail strategy is to build State Highway 130 paralleling I-35, reroute Union Pacific's through-freight trains to other corridors, and introduce commuter rail on the direct UP track between Austin and San Antonio. The goal is to offer half-hourly departures during rush hours and hourly departures off-peak at up to 90 mph with express-train travel times of 90 minutes between Austin and San Antonio.

A similar effort could be done in Ohio – without having to go to the state legislature. Joint economic development districts, Joint Powers Authorities (JPA) and inter-local agreements are all permitted under existing state law between local, county and regional governments to carry out projects limited in scope. These include the construction and maintenance of utilities, economic development revenue sharing and yes, even public transportation.

All Aboard Ohio engaged attorneys to research Ohio law and talked to officials at rail-related joint powers authorities in other states to see what their laws permitted. It was their opinions that local and regional governments in Ohio could undertake similar projects like the one in Texas, as well as other efforts in California and

Minnesota.

In California, the Capitol Corridor Joint Powers Authority – which oversees Amtrak's *Capitol Corridor* service – is comprised of local transit agencies in the service area between San Jose and Sacramento. Train service started in 1991 with only three daily round trips and today is Amtrak's third-most popular route in the nation with more than 1.6 million riders annually. Although this JPA was created by state law, it has sometimes submitted its own federal funding requests in competition with the state's requests when Caltrans has declined to accommodate the JPA's requests.

In Minnesota, the *Northern Lights Express*, a JPA of counties between Minneapolis and Duluth, was created in 2007 when Gov. Tim Pawlenty's department of transportation refused to support the project. They raised \$200,000 from the counties to leverage a \$1.1 federal funding request to start planning. The local support motivated Gov. Pawlenty to provide state funding for the alternatives analysis. In September 2011, the Federal Railroad Administration approved the proposed Minneapolis-Duluth routing and awarded \$5 million to match \$4 million in state funds for preliminary engineering.

There are already successful hybrid regional-intercity passenger rail corridors in operation in the U.S. They are hybrids because they operate on longer routes between two or more principal core cities but were eligible to use federal transit funding because their routes are shorter than 135 miles. One of the newest is Utah's *FrontRunner* train, which offers hourly service (half-hourly in rush hours) on the 44-mile route between Salt Lake City and Ogden, carrying more than 4,600 riders daily. The three-year-old route is being doubled in length with a southward extension to Provo. It operates with diesel locomotives hauling commuter trains on regular railroad track, but the trains are kept separate from adjacent Union Pacific freight traffic.

In 2006, *Rail Runner* trains began to serve commuters in the Albuquerque, NM region. It was expanded in 2008 to a 97-mile-long route from Belen to Santa Fe,



Passengers with a FrontRunner train at the Ogden station.

the state's capital city. Pre-recession ridership was 4,500 daily, with a dozen weekday round trips and several weekend trains per day. But weekend service was cut during the recession. Despite this, ridership leveled off at 3,600 daily trips and is climbing back toward the pre-recession levels, with station-area developments in downtown Albuquerque around the new Alvarado Transit Center and in downtown Santa Fe, producing new jobs and community reinvestment.

Between Dallas and Fort Worth, the *Trinity Railway Express* has been operating since 1996 and today carries nearly 10,000 riders daily. It began on a limited budget with second-hand, refurbished trains on existing freight tracks, and has since expanded with newly built locomotives and railcars, dramatic new stations and major investments in rail infrastructure. Nowadays, the 95-year-old Dallas Union Station is the busiest it has been in its history, and is the centerpiece of a still-growing rail system that produces \$3.7 billion in benefits and 32,000 jobs for the Dallas-Ft. Worth Metroplex, according to the Center for Economic Development and Research at the University of North Texas.

All Aboard Ohio, as an educational organization, will continue to share its findings with local and regional leaders in Central Ohio, Dayton-Springfield, and other regions so that Ohio can move forward on passenger rail development. Ohio's economy cannot reach its full potential when there are so few transportation choices for reaching jobs, education and other opportunities.

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Fall Meeting



A joint meeting with the Midwest High Speed Rail Association

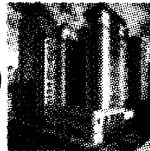
Saturday, October 29th, 10 a.m.



(Registration starts at 9:30)

The Cleveland City Club

850 Euclid Ave, Cleveland



Parking: AMPCO surface lot and structured parking on west side of building. Rate with City Club validated discount: \$3.

Transit: *HealthLine* (Euclid Ave. busway) station half-block east at E. 9th St. Per-trip cash fare is \$2.25 or an All-Day Pass is \$5.

Connect from RTA's Red, Blue and Green lines to the *HealthLine* at Tower City (Public Square).

Registration fee includes: meeting, continental breakfast, lunch: salad bar, assorted wraps, beverages, and dessert.

Agenda: Stand Up For Trains campaign report on federal funding, Rick Harnish presentation on Midwest High Speed Rail projects update, invited are area Congresspersons, mayors and rail industry suppliers to discuss improved Chicago-East Coast Amtrak passenger rail services through Ohio, All Aboard Ohio bylaw/constitution amendment vote.

Registration Form

Name(s): _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____

Email: _____

Register me for the All Aboard Ohio Fall Meeting:

_____ \$35 All Aboard Ohio members

_____ \$45 Non-members, includes one year membership

Registration deadline is Oct. 26, 2011

Clip or photocopy registration form and mail with check or money order to:

All Aboard Ohio
12029 Clifton Blvd, Ste 505
Lakewood, OH 44107-2189

For more information/last-minute registrations call
Ken Prendergast at (216) 288-4883.

Calendar of Events/Meetings

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

October 2011

Date	Event	Time	Location	Contact information
8	Cleveland Local Meeting	10:00 am	Koffie Cafe 2521 Market Ave., Ohio City Cleveland	Ken Prendergast 216-288-4883
8	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Ave. Grandview	Larry Robertson 614-459-0359
8	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924
29	All Aboard Ohio Fall Meeting	10:00 am	See meeting notice (above) for meeting and location details	Ken Prendergast 216-288-4883

November 2011

8	Akron Local Meeting	6:00 pm	The Lockview 207 South Main St. Akron	Ken Prendergast 216-288-4883
8	Cincinnati Local Meeting	6:30 pm	CUT, Tower "A" 1301 Western Ave. Cincinnati	Beau Tuke beautuke@yahoo.com
10	Youngstown Local Meeting	6:00 pm	Cassese's MVR 410 North Walnut St. Youngstown	John Fahnert 330-565-5699
12	Cleveland Local Meeting	10:00 am	Koffie Cafe 2521 Market Ave., Ohio City Cleveland	Ken Prendergast 216-288-4883
12	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Ave. Grandview	Larry Robertson 614-459-0359
12	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924

December 2011

10	Cleveland Local Meeting	10:00 am	Koffie Cafe 2521 Market Ave., Ohio City Cleveland	Ken Prendergast 216-288-4883
10	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Ave. Grandview	Larry Robertson 614-459-0359
10	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924