

Okay. Now what?

By Stu Nicholson
AAO Executive Director

When the United States entered the fight in World War II, British Prime Minister Winston Churchill is famous for saying, "It may not be the beginning of the end, but it is the end of the beginning."

The battle (if you will) for expanding passenger rail in Ohio made a big step forward when Governor Mike DeWine stepped up and ordered the Ohio Rail Development Commission (ORDC) to apply for funding from the Federal Railroad Administration (FRA) for a planning study of two rail corridors:

- Cleveland-Columbus-Dayton-Cincinnati (better known as the 3C&D)
- Cleveland-Toledo-Detroit (which parallels two of the busiest Interstate Highway corridors in the USA)

At this writing, the applications have been submitted to the FRA. So, we can all breathe easy and wait, right? Wrong.

In fact, my emails, texts and conversations with fellow advocates are peppered with questions about "what do we do, now?"

We keep up the fight. We are at Churchill's "end of the beginning". Now we begin pushing toward what for us will be a victory: the development of a statewide network of fast, frequent, timely and reliable intercity passenger trains.

A network? From two rail corridors? Hardly. But consider that Ohio's metropolitan planning organization— See "Now What?" on page three



Photo courtesy of railfanguides.us

"That state up north" is positioning itself for economic growth along a growing rail corridor linking two of the Midwest's largest cities – Chicago and Detroit. The 110 mph Wolverine trains (seen above at Dearborn, MI) connects rebounding Metro Detroit in the east to cities, major universities and technology firms across Michigan to Chicago – the Hub city of the Midwest.

What is Ohio doing to stay relevant? There are several emerging corridors across the region. Here are two: The "Midwest Connect" will indeed connect three of the Midwest's largest cities (Chicago, Ft. Wayne, Columbus) with Western Pennsylvania's largest city (Pittsburgh).

Likewise, the 3C&D corridor runs right through a huge population corridor full of universities, manufacturing, technology, and medical giants.

Best Business Case in the Country

Greater Connectivity in Ohio and Beyond

William Murdock
Executive Director, MORPC

It is an exciting time to be planning for Central Ohio. With strong economic development, our growing region is expected to top 3.1 million residents by 2050. Our work at the Mid-Ohio Regional Planning Commission (MORPC) plans for growth so we can improve the quality of life while tackling longstanding challenges. Simply put, it's an opportunity to grow better.

Bold steps are necessary to ensure Central Ohio serves its residents and businesses by addressing the needs of the growing region, investing in communities to draw and retain top talent, and connect resources and people across the region and beyond in new ways. And these investments should strategically help power all of Ohio's resurgence.

Economic development and growth impacts reach

well beyond our region. For example, Ohio's largest economic development project, Intel in Licking County, impacts more than 20 counties within 60 minutes of driving time. It's clear Intel's suppliers and employees will impact all of Ohio. And it's just one new project of many across the state. To leverage all these investments, we urgently need critical upgrades to our transportation systems. And to thrive, we need every mobility option.

Ohio will continue to need a robust freight system of roads and rails, safe highways, and airport connections, but if we truly want to compete and nourish economic prosperity, we must invest in reconnecting our communities with transit, trails, and trains.

Public opinion is changing. Many Americans prefer more mobility options. More than ever, our residents expect a system that serves everyone with more choices.

Rapid, reliable multimodal options will spur affordable housing and equitable access to jobs. Trails across our region and all of Ohio should be expanded along with dedicated bike lanes, shared use paths, and a renewed focus on recreation. With collaboration, we can connect our communities to nature and one another while enhancing our economic competitiveness.

To lift up all of Ohio – rural, urban, and suburban – we urgently need to restore and reinvigorate passenger rail service across the state. This is the time to move forward assertively. Historic federal investments give us the resources to both improve existing service and add new routes. The support of Governor DeWine and the Ohio Rail Development Commission is critical and

— See "MORPC" on page eight



William Murdock

Reminder

Don't forget to renew your dues! You can use the coupon on Page Two.

It is a busy time as All Aboard Ohio fights for state and federal funds for rail and transit.

Member dues provide the bulk of All Aboard Ohio's funding.



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Mission Statement

All Aboard Ohio exists:

- To increase public awareness about the need to improve efficient intercity passenger rail and local public transit in Ohio;
- To support objective, nonpartisan research and provide that research and information to civic as well as public and private sector leaders;
- To educate the public about the use, benefits, and investments required to improve safe and efficient passenger ground transportation.

All Aboard Ohio supports the innovation and development of a balanced transportation system that provides viable mobility choices to all Ohioans.

Support All Aboard Ohio!

Thanks to our friends at
The Brotherhood of Locomotive Engineers & Trainmen



For your generous sponsorship of the Ohio Passenger Rail News



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.

All Aboard Ohio Needs YOUR Voice Now More Than Ever!

Join or Renew Your All Aboard Ohio Membership Today

A once-in-a-lifetime opportunity for passenger rail is on the horizon for Ohio and we need to make it a reality!

Between the Ohio Rail Development Commission and two of Ohio's metropolitan planning organizations, planning grant applications for **SIX PASSENGER RAIL CORRIDORS** have been filed with the Federal Railroad Administration.

- **Cleveland-Columbus-Dayton-Cincinnati (3C&D) ***
 - **Chicago-Ft. Wayne-Lima-Columbus-Pittsburgh (Midwest Connect) ***
 - **Cleveland-Toledo-Detroit ***
 - **Cleveland-Erie-Buffalo**
 - **Cleveland-Toledo-Chicago**
 - **Cleveland-Pittsburgh**
- (* new passenger rail corridors)

YOU can help make this happen! **Join or renew your annual membership with All Aboard Ohio.**

Our work is not done yet! We have big plans to move public transit and passenger rail in Ohio forward, but we need your help to make it happen! Please consider supporting All Aboard Ohio by purchasing or renewing your membership today. The membership application form is attached, or you can use our secure online renewal at allaboardohio.org/membership. As you renew, please update your contact information, and include your email address.

We are working hard to create more member exclusives, such as our monthly e-newsletter, and adding more ways to keep you updated and engaged.

Your membership ensures your interests and those of your community are voiced and heard by Ohio's leaders and allows us to expand the pursuit of our mission to advocate, educate, and support.

Benefits include:

- Immediate membership in local AAO groups in Toledo, Cleveland, Columbus, and Cincinnati/Dayton
- Monthly e-newsletter
- Members-Only website section (currently under construction)
- Knowledge that your contribution is helping to support a strong passenger rail coalition in Ohio.

Fill out the coupon below, clip/copy, and mail in today. Better yet, join online at allaboardohio.org/become-a-member

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A one-year membership in All Aboard Ohio includes a subscription to the *Ohio Passenger Rail News*, a monthly e-newsletter, action alerts, notice of rail-oriented events, local meetings, members-only website section (under construction). (Dues and contributions to All Aboard Ohio may be tax deductible.)

Mail this application with a check or money order to:

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 3136 Kingsdale Center, #112
 Upper Arlington, OH 43221

Join or renew: allaboardohio.org/become-a-member

50 years: How past AAO leaders got involved

By Ken Prendergast
Past Executive Director, All Aboard Ohio

Although I'm not a charter member, I got involved in the Ohio Association of Railroad Passengers before it started doing business as All Aboard Ohio 20 years ago. My involvement began in October 1983 when I was 16. My father and I visited a model railroad show at Great Northern Mall in Cleveland's western suburbs where I met OARP Cleveland Coordinator Jim Stevenson and the late "Amtrak Al" Mladineo of Searles Travel in Solon.

But those weren't the only activist members I met who helped build the association in its earliest years. At my first OARP meeting, at the Akron Women's City Club in October 1986, I met President Tom Pulsifer, Vice President J. Howard Harding, Ashtabula Coordinator Bill Hutchison, member Mark Carlson, and many others. Later, I would meet founder and first president David Marshall. All of these were or would become OARP/AAO presidents and would help inspire and guide that young man I was back then into who I would become — an executive director of the association. Though I held down the fort through some of the most difficult years (2008-2019) of passenger rail advocacy in Ohio, I'm hopeful that we're on a path to bigger and better things.

So let's hear from some charter members and past presidents of what got them involved and what the association and the state of passenger rail advocacy was like going back over the past 50 years. It was a different world, nation and state back in 1973.



"Sometime in the early 1970s I found and joined the National Association of Railroad Passengers," said charter member David LeBold. "Apparently, Dave Marshall asked that organization for a list of all the (NARP) members living in Ohio. So I received one of those letters, say May of 1973. I think I was very excited to attend the meeting he set up. It was held at a motor hotel, The Lincoln Lodge, located on the far west side of Columbus.

I arrived and found the room full of people mostly men of different ages. Mr. Marshall called the meeting to order and he wanted support Amtrak and hoped those attending would come together to do just that. I found these people friendly, VERY knowledgeable about ALL aspects of freight/passenger, and just wonderful souls to be around. Men like Dave Marshall, Dean Denlinger, Roger Sillars, Jim Mann, and of course one Tom

Pulsifer! So off things started and it just took off like wild fire as more people became aware of the organization. Tom Pulsifer was a people person, very skilled at writing, and excellent in graphic arts. This enabled him to write early newsletters, maps of Ohio stations/facilities, and an early logo for the organization."

"I saw an ad to join OARP in an issue of Trains Magazine way back in 1973 when it was first being formed," said Bill Hutchison, who would go on to become president of OARP in the late 1990s and a decade later, chairman of AAO. "I was one the first 100 members of OARP, then being led by David Marshall and Tom Pulsifer, among others. The organization had its start in the Dayton area and was interested in the 3C&D Corridor and a better *National Limited* mostly at that time.

The first meeting I went to was at Elyria OH and it was exhilarating to meet and talk to kindred spirits. Every time I went to a meeting after that, I had to be in the front row. I wanted to be where the action was! It filled me with a zeal to make a difference. I wanted to hear what was going on in Ohio, but it soon became a cause. Even then, I realized that Ohio could be so much better with modern passenger rail. Citizen activism was very much a thing at the time and I had a politically attuned background. I wanted to do something about passenger rail."

"With the kids being nine and 14 years old, a trip to the nation's capital was a natural," said Mark Carlson who served as OARP president 1994-98. "I soon learned there was no direct (train) service between Cleveland and Washington (in 1986). To me, that was not acceptable! For some reason I called a phone number at Conrail. Boy was I green! I'm not sure who answered the phone, but he changed my life. He told me about some group called OARP and some guy named Tom Pulsifer. I called Tom to talk about CLE-WAS and the rather sparse service map in the timetable. 'That's not our thing,' he explained. 'We're working on the 3-C Corridor.' He talked about the 3-C Corridor, OARP, etc., and invited me to attend an upcoming meeting in Delaware. After that meeting I was hooked on advocacy.

I joined OARP and attended as many meetings as possible. I met many advocates, but found a mentor in J. Howard Harding. At a meeting in 1988, a Board of Directors was created and I was voted to serve as a regional director. I remained on the board in various capacities (Director, Vice-President, and President) for 25 years.

I couldn't have done it without my late wife Marilyn's support and especially her driving. As Marilyn's health deteriorated my caretaker duties increased. And my involvement in All Aboard Ohio dropped as well. But to this day I remain as the person who composes the *Ohio Passenger Rail News*."

"I found a flyer in the train station in Fostoria," said Ed D'Amato who would become OARP president in the



File Photo

"*Why should we invest in rail transportation?*" is the big question answered by then-President Bill Hutchison at the 2009 OARP Annual Meeting in Galion, OH.

early 2000s. "It was 1995 and my first ride on Amtrak. There is a back story as to why I decided to take Amtrak for that trip, but long story short, I had come to loathe driving over the previous year, and it was that trip that sold me on the idea of train travel.

The first meeting I went to was a board meeting in Columbus. I received a friendly welcome from Bill, Ken, and Mark. At that meeting I ended up volunteering to fill the Secretary seat. I was happy to help but was very naive about how difficult it can be to make progress in Ohio.

Fortunately, things seem to have improved and progress is more likely. Part of me is wired to want to try to make my corner of the world a little better than I found it. I think train travel is an option everyone should have. Our choices shouldn't be limited to either reaching for the car keys or being treated like cattle on an airline. This is a country that likes to talk about freedom, yet it denies us the freedom to choose how we want travel and move around in our daily lives."



File photo

Then-OARP President Tom Pulsifer joins Ohio Department of Transportation (ODOT) Director Jolene Molitoris, Robert Blanchette (TGV USA), Governor Richard Celeste, Senator Robert Boggs, and Robert Pattison (PBQ&D) in Columbus for the signing of the enabling legislation which created the new Ohio Rail Development Commission (ORDC).

Prior to creation of the ORDC in 1986, all rail development was charged to the Rail Division of ODOT.

Okay. Now what?

"Now What?" from page one — conditions (MPOs, for short) are also applying for FRA planning grants for a total of four more corridors.

The Columbus-based Mid-Ohio Regional Planning Commission (MORPC) is supporting applications for both the 3C&D corridor and a second new corridor that would connect Columbus with Chicago and Pittsburgh. It's called the "Midwest Connect".

The Northern Ohio Area Coordinating Agency (NOACA), based in Cleveland is applying for FRA planning grants for expanding service in these three

corridors:

- Cleveland-Pittsburgh
- Cleveland-Toledo-Chicago
- Cleveland-Erie-Buffalo

Professional transportation planners and civic leaders are thinking ahead to what is possible for our future in Ohio and the Midwest /Great Lakes region.

Our job, as advocates, is to let them know we have their backs. Let the leaders at NOACA and MORPC that you support what they're doing in a letter or email. And

while you're at it, let your mayors, city councils and state legislator's know as well. Educate them. Tell them your story about why you want the option of traveling by train to connect with whatever your need may be.

And if you've got a good story to tell, consider writing it down and submitting to us at All Aboard Ohio for our e-newsletter. Even if your rail trip was less than ideal, we want to hear about the good and the bad so we can advocate with Amtrak for better service.

And finally, thank you.

We cannot do the work we do without your engagement. We are lucky to have active and growing All Aboard Ohio chapters at the local level in Columbus, Cleveland, Toledo and Cincinnati. What can we do to get you and others more involved? Let us know and let's get something done.

Proposed Passenger Rail

Route-by-route description by sponsoring agencies of initial

Existing Amtrak Routes:

- **Lake Shore Limited:** Daily Chicago–Toledo–Cleveland–Erie–Buffalo–Albany–New York/Boston
- **Capitol Limited:** Daily Chicago–Toledo–Cleveland–Pittsburgh–Washington D.C.
- **Cardinal:** Thrice-weekly Chicago–Indianapolis–Cincinnati–Charleston–Washington D.C.–Philadelphia–New York

ORDC Sponsored Routes:

- **3C&D Corridor:** Thrice-daily round trips, **Cleveland–Columbus–Dayton–Cincinnati**, with intermediate stops
- **Cleveland-Toledo-Detroit:** Thrice-daily round trips, **Cleveland–Sandusky–Toledo–Detroit–Pontiac**, with intermediate stops, including possible *Wolverine Service* train extension

MORPC Sponsored Routes:

- **3C&D Corridor:** Thrice-daily round trips, **Cleveland–Columbus–Dayton–Cincinnati**, with intermediate stops
- **Midwest Connect:** Multi-daily round trips, **Chicago–Ft. Wayne–Lima–Marysville–Columbus–Newark–Appalachian Ohio–Pittsburgh**, with intermediate stops

NOACA Sponsored Routes:

- **Cleveland-Pittsburgh:** Daily round trip, **Cleveland–Pittsburgh–(Philadelphia–New York)**, with intermediate stops, including possible *Keystone Corridor* service train extension
- **Cleveland-Chicago:** Daily round trip, **Cleveland–Sandusky–Toledo–South Bend–Chicago**, with intermediate stops
- **Cleveland-Buffalo:** Daily round trip, **Cleveland–Ashtabula–Erie–Buffalo–(Albany–New York)**, with intermediate stops, including possible *Empire Corridor* train extension

Amtrak Supported Route:

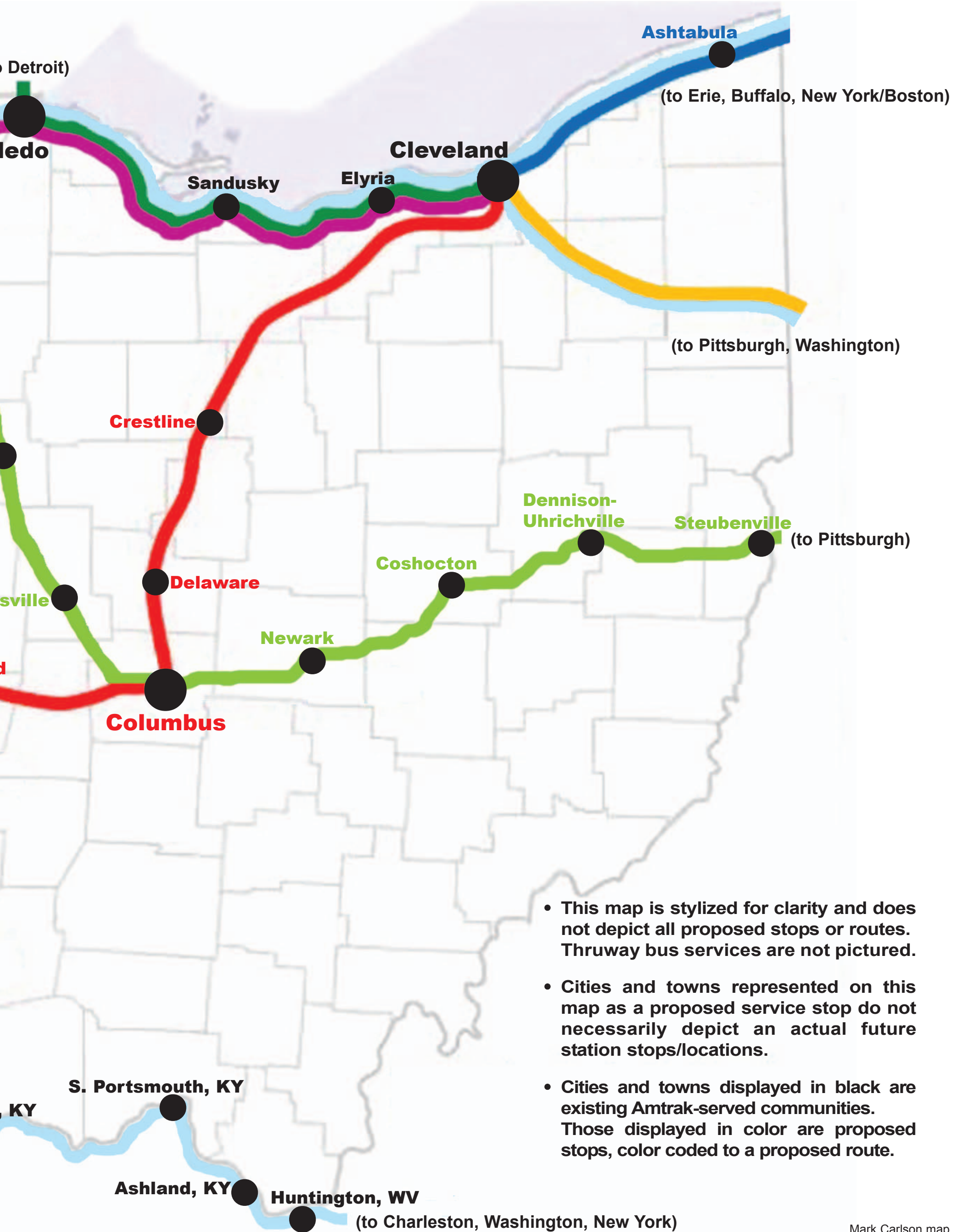
(in addition to supporting the Ohio applications, Amtrak has also applied to the FRA for funding)

- **Cincinnati-Chicago Corridor:** Four daily round trips, **Cincinnati–Oxford–Indianapolis–Chicago**, with intermediate stops



Expansion across Ohio

Alternatives to achieve a network of passenger rail development



- This map is stylized for clarity and does not depict all proposed stops or routes. Thruway bus services are not pictured.
- Cities and towns represented on this map as a proposed service stop do not necessarily depict an actual future station stops/locations.
- Cities and towns displayed in black are existing Amtrak-served communities. Those displayed in color are proposed stops, color coded to a proposed route.

The Chairperson's Corner



Bringing New Passenger Rail to Ohio... What's next for All Aboard Ohio Advocacy?

By Erin Rosiello

All Aboard Ohio Board Chairperson

A Once in a Generation Opportunity

The last few years have been exciting and busy for supporters of passenger rail in Ohio and across the country. Long overdue, the Infrastructure Investment and Jobs Act (IIJA) of 2021 provided critically needed infrastructure funds to the states around the country and this infrastructure investment breathed life back into the long overdue consideration of transportation alternatives like passenger rail in Ohio.

This is HUGE!

The key feature for All Aboard Ohio's purposes being **\$66 billion in funding for Amtrak maintenance and development accessible** via the Federal Railroad Administration's (FRA) Corridor ID Program. The Corridor ID program, created by the Bipartisan Infrastructure Law, was implemented by FRA to facilitate the development of new and enhanced intercity passenger rail services that will help bolster economic growth throughout the country. For this round alone \$4.6 billion in funding is available for award for the Federal-State Partnership for Intercity Passenger Rail Grant Program.

National support

According to the FRA Administrator Amit Bose, "FRA has received extensive interest from States, local leaders, and the public for intercity passenger rail service in their regions and communities, and the Corridor ID program will allow the federal government to help with the long-term planning and delivery of new and enhanced passenger rail services nationwide." Mr. Bose added, "We have an opportunity to support new and expanded intercity passenger rail corridors and develop a national strategy to make rail transportation more available and reliable, boosting economies, growing jobs, and creating new connections to move people and goods with ease."

After the passing of the IIJA, All Aboard Ohio focused on networking with, local and state governments, the governor's office, and metropolitan planning organizations (MPO's), encouraging their support and participation in the first two steps necessary for Ohio to participate in the Corridor ID program, a once in a generation opportunity. All Aboard Ohio's leadership and members have been networking and advocating to build a coalition of passenger rail supporters in Ohio.

Our goal has been to educate stakeholders, business-

es, and communities at large, directing supporters to let the state's leadership know that we need them to submit "expressions of interest" (letters of support) and to have them identify the desired corridors. After this to the FRA, the next "ask" was to have them apply for the first grant. At the eleventh hour, the Governor, finally announced that Ohio would apply for the first grant of three in the Corridor ID program.

Seeking the \$500,000 per corridor for initial research and planning. The great news is that the Governor's office requested funds to research the Cincinnati, Columbus, Cleveland and Dayton Corridor (3C&D), and the Cleveland-Toledo-Detroit Corridor. At \$500,000 per corridor, if approved, Ohio will receive \$1,000,000 to answer many questions about the feasibility of passenger rail in addition to applications submitted by several MPO's.

To Quote Governor DeWine, "This is the first step of many in this process. We have a lot of questions that need to be answered before we make any commitments...The information we gather from this effort will help us make informed decisions about federal opportunities for passenger rail in Ohio."

We are thankful that over the course of the last two years, AAO, passenger rail stakeholders and supporters have been successful in achieving this mission by getting Ohio through the initial steps for participation in the Corridor ID program.

In the coming months (this fall most likely) the Administration will award billions of dollars for approved passenger rail projects around the country. The first grant (100% federally funded) will provide \$500,000 dollars for each selected corridor to perform eligible activities related to the initiation of a grantee's Corridor development efforts to include the development of a scope, schedule, and cost estimate for preparing a service development plan (SDP) for a Corridor, the second grant in the Corridor ID program.

What's Next?

So, we've made it to the point Ohio has taken the initial steps, now what?

Time to kick it up a notch.

While it would be great to take a deep breath and wait to see if we receive our first Corridor ID grants in the fall, we don't have that luxury. We need to get ahead of negative messaging and pushback from those who have politicized transportation alternatives and educate our legislators and stakeholders about the benefits and necessary next steps.

How do we do this?

All Aboard Ohio and its members will continue writing Op-Eds, letters to the editor, and letters to their state Representatives, Senators, and the Governor, touting the benefits of passenger rail, accompanied by a personal story of why it is so important to them.

As advocates we must illustrate the value to the state, region and the nation that comes from investments in passenger rail and make the point that these grants are not a onetime event but are a pathway to the creation of a domestic rail manufacturing industry whose benefits will ripple across the nation. We must build the business case for passenger rail in Ohio, educating employers and engaging them in advocating for passenger rail as well.

From domiciled rail suppliers to a host of domestic manufacturers for the material that goes into building rail stations there is significant opportunity for economic development, and employment. Not to mention the millions of tons of concrete, steel, rail, ballast, rail ties, that will all be produced domestically. The FRA requires grant applicants to have a detailed domestic sourcing plan. The upcoming awards begin the pathway to establishing a domestic passenger rail manufacturing sector.

This is an exciting time for the country and for the state of Ohio. History has demonstrated that once a single high-speed rail line is built within a country and citizens experience its efficiency, ease of travel and convenience, other sections of the nation will want the option of rail travel, as well. It happened in Japan in 1964, and in France in 1981. From that single Paris to Lyon HSR system in 1981, today one can travel from the boot of Italy to the west coast of Spain on trains. Another example of success is China, their first line was opened in 2008 and since then they have built over 26,000 miles of high-speed rail accounting for almost two-thirds of total mileage worldwide.

Investing in passenger rail will spark a similar passenger rail revolution in this country and spur the eventual development of high-speed corridors across the nation. It's time for the United States and specifically Ohio, to provide transportation options above and beyond the automobile.

All Aboard Ohio's message to residents, communities, businesses, and government is that diverse transportation options are necessary for economic development, employment, tourism, and to get and keep young professionals and businesses in Ohio.

Thank you, Theresa Allen for your service!

Long Time AAO Board Chairperson Steps Back

All Aboard Ohio got through some tough times, especially in the years following the decision by then-

Governor John Kasich to kill a 2010 plan to revive passenger rail service in the Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor.

But the job would have been much tougher without the leadership of Theresa Allen as both a board member and Board Chairperson. Theresa's well-honed political and leadership experience was exactly what All Aboard Ohio needed to recover lost membership and position our organization to lead the advocacy for

expanding Amtrak service under the "Amtrak Connects US" plan.

Theresa decided to take a step back from being Board Chair earlier this year. She will remain as a Board Member as current Board Chair Erin Rosiello had taken over the leadership role.

Thank you Theresa, for all you've done and continue to do on behalf of seeking more and better passenger rail and transit services for Ohio.



photo

All Aboard Ohio's Theresa Allen discussing passenger rail expansion for Ohio with long-time Toledo-area U.S. Rep. Marcy Kaptur at the 2022 National Train Day events at Dr. Martin Luther King, Jr Plaza.

AAO Chapter Meeting Info

STATEWIDE

Second Saturday of each month at 10:00 am
Via Zoom
Visit allaboardohio.org/meetings-events for link

COLUMBUS

Third Saturday of each month at 10:00 am
Grandview Heights Public Library
1685 W 1st Ave, Columbus, OH 43212

TOLEDO

Second Friday of each month at 3:00 pm*
Toledo Amtrak Station, 3rd Floor
415 Emerald Ave, Toledo, OH 43604

* The Toledo group does not meet in June, July, or August

CINCINNATI/DAYTON

TBD – Check allaboardohio.org/meetings-events for updates

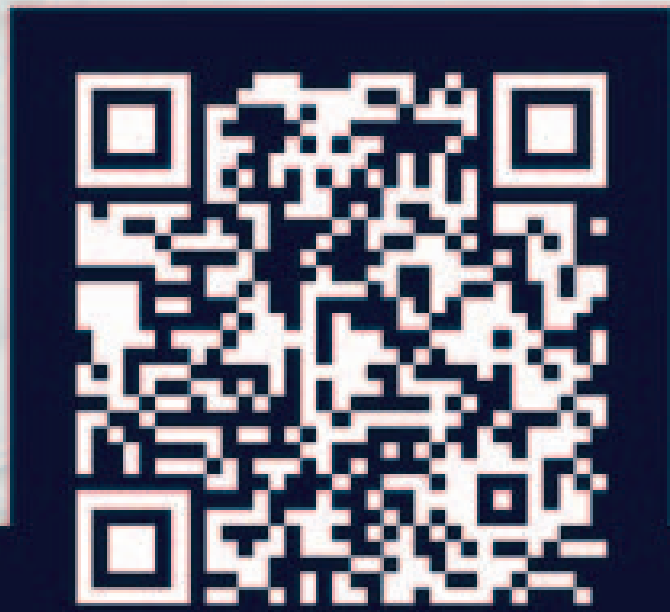
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Your Corporate Donation Can Help Expand Passenger Rail in Ohio!

All Aboard Ohio isn't new to advocacy. Our roots go back to a small but dedicated team of advocates who saw Ohio's passenger rail service shrink to almost nothing when Amtrak was founded and decided to fight for more and better than we were getting. And they succeeded.

Today, All Aboard Ohio continues that fight. Despite ups and downs, AAO still stands as Ohio's voice for expanded service by faster, more frequent and reliable passenger trains. And this year, as record federal infrastructure funding is directed at passenger rail development, our advocacy is paying off.

What have we done thus far in 2023?

- Met with dozens of public and private sector officials, including state legislators, staff from governor, mayors and business leaders along the 3C&D and other proposed rail corridors
- Worked with and supported Ohio's regional planning agencies to identify and nominate a half-dozen new or expanded passenger rail corridors in Ohio
- Supported both the State of Ohio's and MPO's grant applications for new and expanded passenger rail corridors
- Convinced bi-partisan sponsorship of bill to require Ohio to rejoin the Midwest Interstate Passenger Rail Commission to encourage interstate cooperation on passenger rail projects
- Developed a statewide network of passenger rail supporters
- Established All Aboard Ohio as the "go-to" voice about the impact of passenger rail in the local,



- statewide and even national media
- Funded an economic impact study of 3C&D Corridor passenger rail service (in progress)

Here's how your donation helps:

All Aboard Ohio has a paid, part-time staff and an active Board of Directors who volunteer their time and energy to sustain our advocacy efforts. We're fortunate to have generous members who support AAO with their own memberships and donations. But that's not enough to get the job done and enable more transportation options for all Ohioans and grow a nimble, more mobile workforce and our economy.

Your company can become a corporate donor at any of three levels:

- The 21 st Century Limited \$5,000
- The Ohio Express \$2,500
- The Dashing Commuter \$1,500

You can sponsor an All Aboard Ohio special event or project:

- Annual Meeting \$500
- Ohio Legislative Breakfast \$1,000
- AAO Monthly E-Newsletter \$250
- AAO Printed Newsletter \$350
- AAO Website \$350
- National Train Day (Toledo) \$500
- Banners, posters, yard signs \$250

We want you or your company to be recognized!

All Aboard Ohio will be proud to display your company's name and/or logo on our web page, printed and social media and event materials, as well as a customized press release and social media recognition of your support.

All Aboard Ohio is an IRS registered 501 (C)(3) and all donations are tax deductible.

If you would like to give a gift of an amount not listed, please send a check or money order to:

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Columbus, OH 43221

Or online:

<https://www.allboardohio.org>

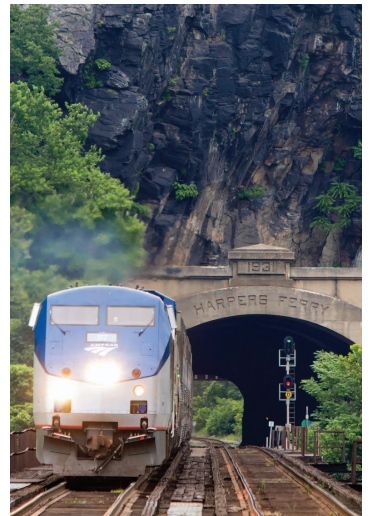
Amtrak service improvements

While we're all rightfully focused the half-dozen Amtrak expansion projects in Ohio, there's other important news happening that affects the existing Amtrak trains you may ride in Ohio.

Amtrak's Cardinal Targeted for Daily Service

Amtrak has submitted applications for federal grants to improve the long-distance service network, including a return to daily service on the *Cardinal*. Both of West Virginia's senators are supporting the application.

While the Chicago-New York *Cardinal's* only Ohio stop is at Cincinnati, this news also affects stops that many Ohioans use at Marysville, South Portsmouth, Ashland (all in Kentucky), and Huntington (in West Virginia).



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It is especially good news for Oxford, OH which is partnering with Miami University of Ohio on a project to build a new train station at the edge of campus and downtown Oxford to attract their own *Cardinal* station stop.

The westbound *Cardinal* emerges from a tunnel as it approaches its stop at historic Harpers Ferry, WV.

Amtrak To Add Sleeper to Capital Limited

The good news: Sources at Amtrak tell us there are plans to add a sleeper car to the Chicago-Washington DC *Capital Limited* by this fall.

The not-so-good news: There is no word on when full diner service will return to "The Cap". Currently, passengers can get microwavable prepared meals in a café car.

Best Business Case in the Country

Greater Connectivity in Ohio and Beyond

"MORPC" from page one timely to move passenger rail projects forward.

There is no better time to reconnect Central Ohio to the nation's passenger rail network. This region is the nation's largest metropolitan area without any fixed rail service. As part of a dense corridor including Cleveland, Dayton, and Cincinnati, the 3C&D route stands out as the best business case for new passenger rail service in the country. No other corridor matches the potential ridership, population, and pace of economic development.

Thinking bigger, the proposed *Midwest Connect* corridor would link Ohio's interior to each other, Columbus, and major regions like Chicago, Pittsburgh, and those on the East Coast. It would connect Columbus to Chicago via Marysville, Lima, and Fort Wayne to the northwest and to Newark, Appalachian Ohio, and Pittsburgh to the east. Access would improve across Ohio.

Support for these routes is both broad and deep. More than 100 public and private partners recently backed 3C&D and *Midwest Connect* applications this spring to the Federal Railroad Administration to move these routes to the next stage of planning.

From an economic development perspective, Ohio's communities see the game changing opportunities from

passenger rail. A hometown stop could open new job pathways, easy connections to major airports, redevelopment, and tourism. Communities of all sizes could leverage new access for Ohio's diverse workforce, visitors, and residents. Projects could also enhance freight rail efficiency and safety – enhancing Ohio's leading national role in logistics.

Finally, there is significant enthusiasm for passenger rail in Central Ohio. To measure the pulse of the region, MORPC recently launched the "Leaders Listen"



Perhaps the most significant slide in the MORPC Annual Meeting presentation showed incredibly strong public support for passenger rail in Ohio.

survey series, along with *The Columbus Dispatch* and The Ohio State University with the first in the series focused on transportation and mobility.

More than 2,400 residents in our 15-county region sounded off on biking and bus services, proposed passenger rail, and transportation investment priorities. Participants ranked their preferred transportation investments. Among all respondents, passenger rail ranked first, just ahead of bus services, then bike routes.

When asked how helpful connecting Central Ohio to Amtrak's passenger rail service would be, ninety percent of residents responded that the benefits of bringing Amtrak's passenger rail service to the region would be moderately to extremely helpful. Ninety percent!

The high level of public support is strong evidence that Ohio and its Midwest partners are on the right path as we work to bring passenger rail back to Ohio's hometowns and major cities. At an incredible moment of opportunity, MORPC is committed to helping partners across the state move passenger rail and other game-changing projects forward so we can all grow better.

William Murdock is executive director at the Mid-Ohio Regional Planning Commission. MORPC's purpose is to bring communities of all sizes and interests together to collaborate on best practices and plan for the future of Central Ohio. Follow us @morpc on social media or visit www.morpc.org for more information.

Proposed Passenger Rail Expansion across Ohio

Route-by-route description by sponsoring agencies of initiatives to achieve a network of passenger rail development

Existing Amtrak Routes:

- **Lake Shore Limited:** Daily Chicago–Toledo–Cleveland–Erie–Buffalo–Albany–New York/Boston
- **Capitol Limited:** Daily Chicago–Toledo–Cleveland–Pittsburgh–Washington D.C.
- **Cardinal:** Thrice-weekly Chicago–Indianapolis–Cincinnati–Charleston–Washington D.C.–Philadelphia–New York

ORDC Sponsored Routes:

- **3C&D Corridor:** Thrice-daily round trips, **Cleveland–Columbus–Dayton–Cincinnati**, with intermediate stops
- **Cleveland-Toledo-Detroit:** Thrice-daily round trips, **Cleveland–Sandusky–Toledo–Detroit–Pontiac**, with intermediate stops, including possible *Wolverine Service* train extension

MORPC Sponsored Routes:

- **3C&D Corridor:** Thrice-daily round trips, **Cleveland–Columbus–Dayton–Cincinnati**, with intermediate stops
- **Midwest Connect:** Multi-daily round trips, **Chicago–Ft. Wayne–Lima–Marysville–Columbus–Newark–Appalachian Ohio–Pittsburgh**, with intermediate stops

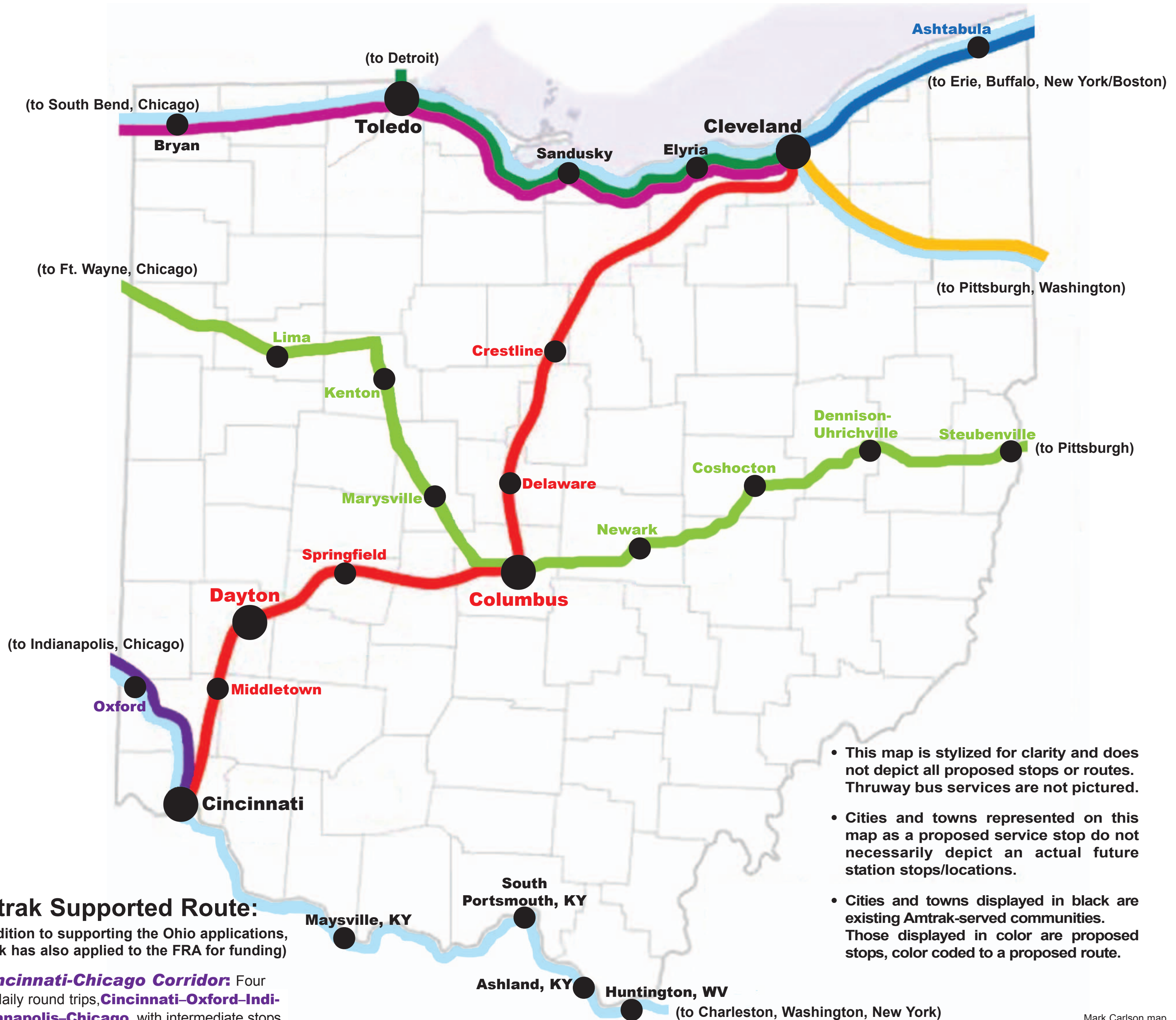
NOACA Sponsored Routes:

- **Cleveland-Pittsburgh:** Daily round trip, **Cleveland–Pittsburgh–(Philadelphia–New York)**, with intermediate stops, including possible *Keystone Corridor* service train extension
- **Cleveland-Chicago:** Daily round trip, **Cleveland–Sandusky–Toledo–South Bend–Chicago**, with intermediate stops
- **Cleveland-Ashtabula:** Daily round trip, **Cleveland–Ashtabula–Erie–Buffalo–(Albany–New York)**, with intermediate stops, including possible *Empire Corridor* train extension

Amtrak Supported Route:

(in addition to supporting the Ohio applications, Amtrak has also applied to the FRA for funding)

- **Cincinnati-Chicago Corridor:** Four daily round trips, **Cincinnati–Oxford–Indianapolis–Chicago**, with intermediate stops



- This map is stylized for clarity and does not depict all proposed stops or routes. Thruway bus services are not pictured.
- Cities and towns represented on this map as a proposed service stop do not necessarily depict an actual future station stops/locations.
- Cities and towns displayed in black are existing Amtrak-served communities. Those displayed in color are proposed stops, color coded to a proposed route.