



SPECIAL ELECTION ISSUE

As a public service we present the following articles and quotes by candidates for Governor and U. S. Senator. We are a non-profit educational organization. Therefore we can not endorse candidates. However, we are presenting their positions, in their words, to assist in your voting.

GOVERNOR

John Kasich, Republican	Ted Strickland, Democrat
<p>"A 39-mph train that costs \$400 million dollars and which will lose \$17 million in perpetuity is one of the silliest ideas I have ever heard. I will kill it if elected governor and prioritize highway and freight rail projects..." - <i>Columbus Dispatch candidates questionnaire 8-15-10</i></p> <p>"I don't support a 39 mph train, OK? It's not going to happen if I'm governor, OK?" Kasich said. "If you want the train, I hope you can get over that and vote for me anyway. But you're not going to get that train. It's a white elephant, we can't afford it. We can't pay for it. And who's riding it?" - <i>Cleveland.com (Plain Dealer), "John Kasich, Yvette McGee-Brown Differ on Rail Plan at candidate Forum" 8-4-10</i></p> <p>"The 39 mph high-speed train is dead when I become governor"... "We don't have the money to operate it, we don't have the money long-term to fund it ... (and) I'm still trying to find somebody in Ohio that wants to get on that train. No, no, we have to shut it down before it gets too far." - <i>Recordpub. com 8-26-10 Kasich: High Speed Train Dead When I'm Governor</i>"</p> <p>"We don't know what it's going to cost, we don't know who's going to operate it, and we don't know who's going to get on the train," Kasich said. "I'm going to tell you - I'm governor, the 39-mile-per-hour high-speed passenger train is dead." - <i>Columbus Dispatch 9-15-10 "A Civil Fight"</i></p>	<p>"Because passenger train service will help Ohio create manufacturing, retail, and construction jobs, I am committed to restoring 79 mile per hour train service connecting the cities and communities along the 3C&D corridor. In addition to creating jobs, this service will help Ohio retain college graduates, the next generation of workers, innovators, and job creators."</p> <p>"For less than the cost of a major bridge, we can bring an economic engine to four of Ohio's largest cities and communities in between. Ohio successfully competed against dozens of other states who wanted these funds to create jobs in their states. These funds were allocated to Ohio to initiate the 3C&D passenger train service. If Ohio rejects these funds, Michigan or some other state will take Ohio's money and create jobs in their state." - <i>Both paragraphs - Columbus Dispatch candidates questionnaire 8-15-10</i></p> <p>Strickland...said canceling the program will give "the \$375 million to another state" and said "the freight system supports it." - <i>Cleveland.com (Plain Dealer) 9-14-10 "Strickland vs. Kasich: The Great Train Debate"</i></p> <p>"If we do not proceed with this, 10 and 20 years from now Ohio will be an island. Ohio will be cut off from this program that is developing." - <i>Columbus Dispatch 9-15-10 "A Civil Fight"</i></p>

U. S. SENATOR

Rob Portman, Republican	Lee Fisher, Democrat
<p>"Republican senatorial candidate Rob Portman rejected the (3C) rail idea, saying the proposed design would be out of date before it was built." - <i>The Lantern 9-29-10 "Sen. Sherrod Brown: We need to keep college graduates in Ohio."</i></p>	<p>"Lt. Gov. Lee Fisher...said he supports the (3C) railroad. "It's embarrassing that when you travel to Asia or Europe, you see how much more advanced their transportation system is than ours," Fisher said. "It's inexcusable."" - <i>The Lantern 9-29-10 "Sen. Sherrod Brown: We need to keep college graduates in Ohio."</i></p>

Akron Beacon-Journal: Ride the rail- Editorial

Critics pose many questions about passenger rail for Ohio. Then, spend the federal money aimed at getting answers

Monday, Sep 20, 2010

John Kasich refers derisively to "the 39-mile-per-hour high-speed train." The Republican candidate for governor did so last week in his debate with Ted Strickland, the Democratic incumbent. He promised that if elected, he would declare "dead" the idea of passenger rail from Cleveland to Cincinnati, via Columbus and Dayton. He proposes an alternative use for the \$400 million awarded by the federal government to launch the rail project. He would pour the money into roads and bridges.

Good luck with that. The U.S. Department of Transportation didn't make the grant because it was looking to burn money. The feds have in mind a much improved national system for passenger rail, and not for next year, or even the next decade. They are looking to 2025 and beyond, rightly viewing passenger rail as a necessary component of a transportation system that seeks fuel-efficiency, less congestion and diminished greenhouse gases.

Unfortunately, Kasich and others fail to see the potential, Ohio serving as a centerpiece of a national rail system. If anything, the absence of Ohio all but ensures the larger project will fall short, the country suffering a gaping hole, the Cleveland-Columbus-Cincinnati corridor remaining the largest population center in nation without passenger rail. Critics prefer to look backward, offering reminders of Ohioans rejecting support for similar projects. What they overlook is the altered energy and environmental landscape, the state and country benefiting ultimately from an investment beginning now.

Ted Strickland recognizes the value. The governor and his team gained approval from the State Controlling Board for spending an initial \$25 million on planning and analyses, among other things, developing answers for questions posed by doubters. A week ago, state Sen. David Goodman, a New Albany Republican, proposed filing a lawsuit to prevent the project from moving forward. He argues the governor failed to gain the required supermajority of the controlling board.

Others ask: Why get started at all, in light of Kasich running ahead in the governor's race and his vehement opposition to the rail concept?

Worth reiterating is the way ahead if the state does launch the project. Those states making progress developing passenger rail have started slowly, gradually building a foundation, steadily adding capacity and passengers. Yes, they have begun in the realm of 39 mph. There is no other way. A state cannot just leap to trains running 110 mph. The cost is prohibitive. The complexities are great, including accommodations for essential freight service.

A key plateau is reaching speeds of 79 mph, an effective system in place with the goal of reaching 110 mph. No question, the system will require a public subsidy. Even the French and other highly developed rail networks overseas require such support. The thinking is, the countries receive a sound return in terms of their overall energy, environmental and transportation strategies.

Ohio would realize the same, the estimated \$17-million-a-year subsidy affordable for the state. There was a consensus in the state Senate four years ago, senators voting 33-0 to seek federal funding for transportation planning that included the rail corridor. Now many of those same senators oppose spending \$25 million to look at the prospects for passenger rail. They point to the many questions, but they resist pursuing answers. At the least, the state should strive to make an informed choice. That is what the initial money will help to deliver.

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Columbus Dispatch: State now says 3C train will average 50 mph - Article

Saturday, September 25, 2010 02:56 AM

Ohio's 3C passenger trains just got a lot faster.

State officials released a new train schedule yesterday showing that the journey from Cincinnati to Cleveland would take as little as five hours and 11 minutes, which shaves more than an hour off the state's initial forecast.

The revision boosts the average train speed to more than 50 mph (including stops), a significant improvement over the oft-cited 39-mph figure state officials included in their application for a federal grant.

In January, Ohio was awarded \$400 million to develop passenger rail linking Cleveland, Columbus, Dayton and Cincinnati for the first time since the early 1970s.

Republican critics quickly derided the idea as a pipe dream, noting that it would require an annual subsidy of \$17 million and that the schedules and speed would make it inconvenient for most travelers.

Yesterday, the Ohio Department of Transportation addressed the speed issue. Not only does the new schedule - developed in consultation with a California-based transportation consultant - show trains running at more than 50 mph along the route, it also shows even higher speeds along some segments. A passenger traveling between Cleveland and Columbus would average nearly 60 mph.

Scott Varner, spokesman for the Department of Transportation, said state transportation officials devised the new schedule in consultation with the Woodside Consulting Group, a four-person firm that specializes in railroad planning.

"Why is it so difficult for some of our critics to accept the work of highly respected firms who are nationally recognized in analyzing and delivering solid data-based answers on passenger rail?" Varner asked.

The proposed trains have become a flashpoint in the race between Gov. Ted Strickland and Republican challenger John Kasich. Strickland has championed the rail service; Kasich vows to kill it.

The new data did little to change the Republican's view.

"This is an 18th-century idea to a clear and present-day economic crisis," Kasich spokesman Rob Nichols said.

Nichols noted that New York Central Railroad trains made the journey between Cleveland and Cincinnati in less time - five hours and 10 minutes - in 1935.

Supporters of the 3C rail plan say the higher average speeds should induce more people to take the train, although they said most leisure travelers aren't fixated on speed.

"I'm sure it's going to mean something for business travelers," said Kenneth Prendergast, executive director of the pro-rail All Aboard Ohio. "For most other travel groups, speed is not as big a factor as fares and reliability."

Also yesterday, the Department of Transportation announced that the state has entered into a contract with the international consulting firm Parsons Brinckerhoff to do a detailed environmental and engineering study of the 3C route. Republicans had called on Strickland to wait until after the Nov. 2 election before signing that contract.

The state Controlling Board approved the \$25million study in a party-line vote in April. Varner said the state only now received its initial \$15 million from the Federal Railroad Administration to launch the study.

State officials still hope to begin operating the passenger trains by the end of next year.

Republican operative Michael D. Dawson, a persistent critic of the 3C plan, questioned how state officials could come up with a new timetable for the trains without the data expected from the Parsons Brinckerhoff study.

"They just make things up," Dawson said. "And they have from the very beginning of this project."

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COLUMBUS BUSINESS FIRST: Report Ties Jobs to High Speed rail Bid - Article

Monday, September 20, 2010

Ohio Public Interest Research Group (OhioPIRG) says the state's high-speed passenger rail plan would create jobs and drive economic growth. The nonprofit advocacy organization released a 63-page report Monday as Ohio officials consider whether to accept a \$400 million federal stimulus grant to help develop a passenger rail system connecting Cincinnati, Dayton, Columbus and Cleveland. Some state politicians have expressed concern that such a system would not be self-sufficient and would burden Ohio taxpayers with long-term maintenance and operations costs.

The Ohio Public Interest Research Group report, however, said the economic benefits would make its construction worthwhile. "Rail is a part of the solution – boosting our economy and creating jobs, modernizing our transportation system and helping to solve our nation's oil dependency, worsening congestion and pollution," said Ohio Public Interest Research Group spokesman Jeff Griffin in a news release. The report tallied several benefits to the rail system:

- It would reduce car traffic on Ohio's highways by nearly 320,000 vehicle miles per year.
- It would save 15,000 gallons of fuel per day compared with automobiles.
- 55 percent of Ohioans would live within 15 miles of a rail station on the proposed passenger line, with 59 percent of the state's work force within 15 miles of a station.

The report also said the completion of an eight-state Midwestern passenger rail network envisioned by rail advocates would:

- Create 57,000 jobs in the eight-state area.
- Support 15,200 jobs related to the construction of the system.
- Reduce air travel by 1.3 million trips per year and car travel by 5.1 million trips per year by 2020.

The states referred to in the report were Ohio, Michigan, Indiana, Illinois, Missouri, Iowa, Wisconsin and Minnesota.

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COLUMBUS DISPATCH: Rail plan touted as fueling economy - Article

Report says '3C' proposal will add jobs, boost business

Tuesday, September 21, 2010

A lot is riding on Gov. Ted Strickland's plan to connect Ohio's largest cities by passenger rail, a nonprofit group said yesterday.

Not only would "3C" service provide a new transportation option for hundreds of thousands of Ohioans, it also would put money in the pockets of average Ohioans, the Ohio Public Interest Research Group said.

Including Ohio in a national network of rail projects would boost the state's economy, creating 16,700 permanent jobs; stimulate more than \$3 billion in development near rail stations in Cleveland, Columbus, Dayton and Cincinnati; and increase annual average household income by \$90, the PIRG report said.

"As the saying goes, you're either part of the problem or you're part of the solution," said Jeff Griffin, a PIRG project associate. "Rail is part of the solution. It will boost the economy and create jobs."

PIRG unveiled its report at a news conference yesterday, accompanied by two Columbus business leaders and Rep. Robert F. Hagan, D-Youngstown. Amy Brennick, chief operating officer of Betty's Family of Restaurants, said the train service would bring tourists into the downtowns of cities along the route.

Hagan said state and local governments would take in \$6.1 million to \$7.3 million a year in additional sales-tax revenue from the additional economic activity.

Gov. Ted Strickland has championed rail service linking Ohio's major cities. His Republican opponent, John Kasich, says the service - which initially would average about 39 mph along the route, when stops are included - makes little sense...

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ACTION ALERT!!!

Make Your Voice heard!!!

Attend a Go OHIO Public Workshop sponsored by ODOT and help shape the future of transportation in Ohio!

- What should Ohio's future transportation system look like?
- Where should it go?
- What transportation projects should Ohio fund?
- How can these investments build our economy?

Attend a workshop in your community....

All Workshops -- 6pm – 8pm

Registration -- 5:30pm

October 25 Monday

Columbus: COSI Columbus, 333 W. Broad St.

October 26 Tuesday

Cincinnati: Cincinnati Museum Union Terminal – Losantiville Café, 1301 Western Ave.

October 27 Wednesday

Bowling Green: Bowen-Thompson Student Union, Bowling Green State University

October 28 Thursday

Portsmouth: Portsmouth Chamber of Commerce Scioto Welcome Center, 342 Second St.

November 3 Wednesday

Cleveland: Crowne Plaza Cleveland City Centre, 777 St. Clair Ave.

November 4 Thursday

Youngstown: Youngstown State Williamson Hall Auditorium, 101 West Rayan Ave.

November 9 Tuesday

Cambridge: Pritchard Laughlin Civic Center, 7033 Glenn Highway

November 10 Wednesday

Athens: Nelson Commons – Ohio University, 1 North McKinley Ave.

RSVP: Go.Ohio@dot.state.oh.us or call ODOT's Office of Multi-Modal Planning at (614) 466-7880



HELP US CONTINUE THE FIGHT!!!

We'd like to thank you for your past support and let you know this is a critical time for all of us to continue the fight for passenger trains. As you may know, Ohio was awarded \$400 million for trains, but there is opposition and we still have to fight.

All Aboard Ohio is carrying on the fight, but we are stretched to the limit. We need your help!!!

Your continued support is needed if we are to keep fighting for what you believe in. Please help continue the fight by donating \$25, \$50, \$100 or more and remember: Your donation is tax deductible. You can also help by working with us to bring in more new members!

Please send your donation to:

All Aboard Ohio
309 South Fourth St., Suite 304
Columbus, OH 43202

Additional contact info:

Office: 614-228-6004
Membership issues: membersaao@yahoo.com

Also, if you are interested in volunteering, we'd like to know.

THANK YOU FOR YOUR GENEROUS SUPPORT!!!

Please feel free to copy and distribute this guide and accompanying information to others.

PLEASE VOTE!

It's your right!