

IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS

February 2010

IARP to meet in Grinnell

Our next meeting is Saturday, March 13, 2010, at the Depot Crossing Restaurant, Grinnell, Iowa 50112-2112, phone (641) 236-6886. We will meet in the downstairs meeting room. An elevator is available to those unable to use the stairs.

Lunch will be at noon. The salad and sandwich buffet cost \$10.00 plus tax and tip.

Our meeting will be follow lunch.

By having lunch, we are able to get the meeting room at no charge. We hope that members planning on attending will be able to have lunch.

Speakers

Jim Larew (Confirmed)
The Governor's designee for the Midwest Interstate Passenger Rail Commission and Legal Counsel to the Governor

Representative Paul Bell (Invited)
Iowa House Appointee for the Midwest Interstate Passenger Rail Commission

. Patrick Hendricks, President, IARP
Passenger rail update

Dick Welch, Iowa representative of the National Association of Railroad Passengers (NARP) Council.

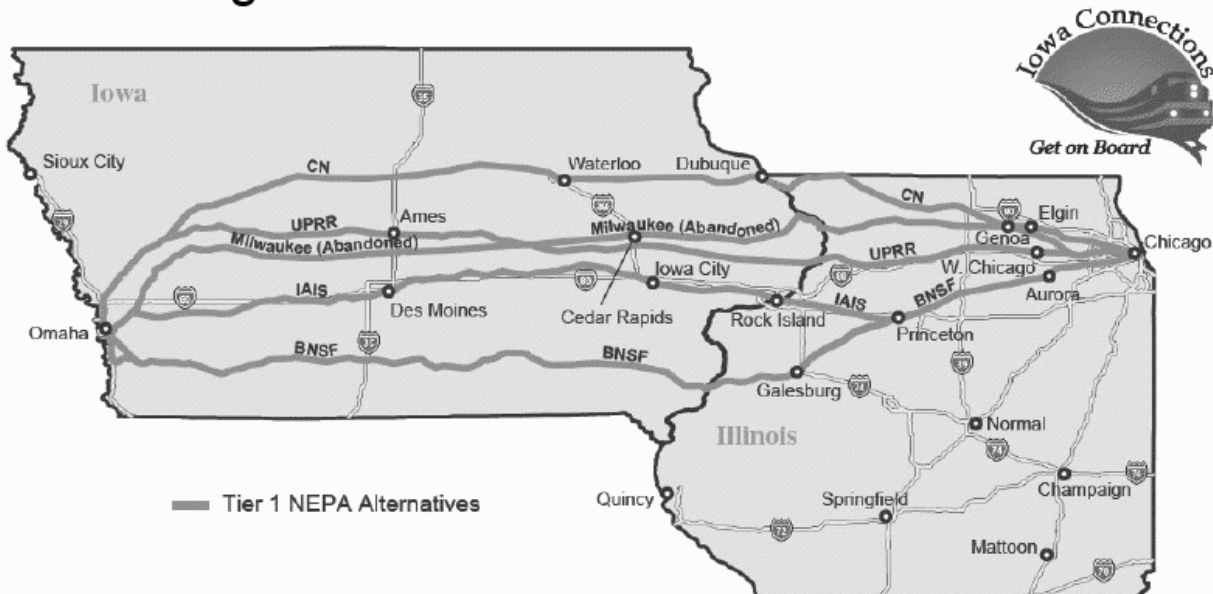
Topics:

- ◇ Federal legislation supporting the national rail passenger system
- ◇ Passenger Rail Advisory Committee
 - American Recovery & Reinvestment Act (ARRA) Project Awards & Current Activities underway
 - Iowa's 10-year Strategic Passenger Rail Plan
 - Funding needs at the State and Local levels to match future federal grant opportunities
- ◇ Midwest Interstate Passenger Rail Commission
- ◇ California Zephyr and Southwest Chief
- ◇ Cedar – Iowa River Rail Transit Project
- ◇ Proposed Passenger Train Service to Dubuque
- ◇ Proposed Passenger Train Service to the Quad Cities and Iowa City
- ◇ Proposed Passenger Train Service to Des Moines
- ◇ Proposed Passenger Train Service to Waterloo

Our July 2010 meeting will be in Manly, Iowa.

At our meeting in Boone, we discussed having our fall meeting in Manly. When visiting Eliot, he suggested that July would be a better time of the year.

- Chicago to Omaha



Chicago to Dubuque Corridor (joint application with Illinois)
 Applied for \$147 Million (100% Federal Funding)

Chicago to Iowa City Corridor (joint application with Illinois)
 Applied for \$256 Million (100% Federal Funding)

Will receive \$1 Million for additional planning for
 Chicago to Omaha corridor

California Zephyr Route
 Applied for improvements to reduce travel time

Will receive \$17 million

*Illinois will invest \$60 million in the Chicago-Rockford portion of
 the Chicago-Dubuque Route

*Illinois will invest \$45 million in the Chicago-Quad Cities portion of
 the Chicago-Iowa City Route

Competition for these federal funds was extensive. The Federal Railroad Administration received 278 pre-applications requesting more than \$102 billion for high speed rail from 40 states and the District of Columbia. The Obama administration will distribute \$8 billion for work on 13 rail corridors.

FOR IMMEDIATE RELEASE

January 30, 2010

**Governor Quinn Announces Capital Funding For Rockford Passenger Rail
*State Invests \$60 Million in Rail Passenger Service and Jobs***

ROCKFORD – January 30, 2010. Governor Pat Quinn today visited Rockford to award \$60 million in state capital funds to establish passenger rail service from Chicago to Rockford. The new service could result in as many as 2,000 new jobs, including more than 650 construction jobs.

“This week, we were happy to receive \$1.2 billion in federal money for high-speed rail that will take people between Chicago and St. Louis,” said Governor Quinn. “Now we want to make sure people can travel from Chicago to Rockford and beyond. This new line is going to connect Chicago to the western part of our state, create jobs and bring more visitors to the city of Rockford.”

The Chicago to Rockford project is one leg of a planned passenger train service extension that would connect west across northern Illinois to Dubuque, Iowa. Trains would depart Dubuque early in the morning, arriving in Chicago in the late morning. Trains would depart Chicago in the evening, arriving in Dubuque before midnight.

“It is important that we continue to invest in our state’s rail system,” said Illinois Transportation Secretary Gary Hannig. “We hope to get this project started this year and are very excited about what the future holds for passenger rail in Illinois.”

Despite being the second largest city in Illinois, Rockford has not seen passenger rail service since 1981. Preliminary work will start immediately with construction slated to begin in 2011, creating new jobs that will benefit the city with the highest unemployment in the state.

Federal officials announced Thursday that Illinois will receive \$1.2 billion through the American Recovery and Reinvestment Act (ARRA) to begin track and signal upgrades for high-speed passenger rail service between Chicago and St. Louis.

The funding for this passenger rail project is part of Illinois Jobs Now!, a job generation and capital improvement program that will revive the state’s ailing economy by creating and retaining over 439,000 jobs over six years.

FOR IMMEDIATE RELEASE

January 30, 2010

**Governor Quinn Announces Capital Funding For Quad Cities Passenger Rail
*State Invests \$45 Million in Rail Passenger Service and Jobs***

MOLINE – January 30, 2010. Gov. Pat Quinn today visited Moline to announce \$45 million in state capital funds to establish passenger rail service from Chicago to the Quad Cities. The new service will result in up to 825 new jobs, including 440 construction jobs.

“This week, we were happy to receive \$1.2 billion in federal money for high-speed rail that will take travelers between Chicago and St. Louis,” said Governor Quinn. “Now we want to make sure people can travel from Chicago to Moline and beyond. This new line is going to connect Chicago to the western part of our state, create jobs and bring more visitors to the Quad Cities.”

The Quad Cities have not had passenger rail service since the late 1970s. Under the new service, two daily round trips will transport passengers to and from the Quad Cities in just over three hours. The Chicago-to-Quad Cities project is one leg of a planned passenger train service extension that would connect west to Iowa City, Iowa and on to Omaha, Nebraska.

“It is important that we continue to invest in our state’s rail system,” said Illinois Transportation Secretary Gary Hannig. “We hope to get this project started this year and are very excited about what the future holds for passenger rail in Illinois.”

The Quad Cities project was developed in cooperation with the state of Iowa as a “green” demonstration project, in which various environmentally-friendly initiatives in construction, operations and local development will be used.

These initiatives include running the trains using biofuels, using recycled materials where possible in construction, using organic foods and environmentally friendly packaging in food services, installing “green” station upgrades to lower utility costs and increase efficiencies and encouraging pedestrian-friendly development around rail stations to reduce vehicle trips, among other improvements.

Federal officials announced Thursday that Illinois will receive \$1.2 billion through the American Recovery and Reinvestment Act (ARRA) to begin track and signal upgrades for high-speed passenger rail service between Chicago and St. Louis.

The funding for this passenger rail project is part of Illinois Jobs Now!, a job generation and capital improvement program that will revive the state’s ailing economy by creating and retaining over 439,000 jobs over six years.

Summary of Midwestern States' Awards 1/28/10

MIDWEST REGION

\$2.617 billion total

Corridor: Chicago-St. Louis-Kansas City

State	Route	Est. Funding	Description
IL	Chicago - St. Louis	\$1.102 billion	Improvements to the corridor, allowing passenger rail service from Chicago to St. Louis to operate at speeds of up to 110 mph. These include an overhaul of track, signal systems, and existing stations, as well as implementation of positive train control technology. Planning studies for additional service enhancements are also included.
MO	St. Louis - Kansas City	\$31 million	Projects will include the expansion of existing railroad bridges and universal crossovers, as well as improved grade crossings.
<i>Corridor Total</i>		<i>\$1.133 billion</i>	

Corridor: Minneapolis/St. Paul-Milwaukee-Chicago

MN	Minneapolis/St. Paul-Madison	\$1 million	A planning study will explore extension of high-speed rail service to the Twin Cities
WI	Madison-Milwaukee	\$810 million	This project will include new and refurbished stations, as well as implementation of positive train control technology along 80 miles of track.
WI	Milwaukee - Chicago	\$12 million	Station construction, infrastructure enhancements, and signal and track improvements will enhance time performance and reliability and create the building blocks for future 110 mph service.
<i>Corridor Total</i>		<i>\$823 million</i>	

Corridor: Detroit-Chicago

MI	Detroit/Pontiac-Chicago	\$40 million	Renovation of stations in Troy and Battle Creek, MI, and construction of a new station in downtown Dearborn.
IL	Detroit/Pontiac-Chicago	\$133 million	Station renovations and investments such as a new station, a flyover, approach bridges and embankment and retaining walls.
IN	Detroit/Pontiac-Chicago	\$71 million	Crossovers and related signal system improvements, rail additions and siding improvements, resulting in travel time savings and on-time performance improvements.
<i>Corridor Total</i>		<i>\$244 million</i>	

Summary of Midwestern States' Awards 1/28/10

Corridor: Cleveland-Columbus-Cincinnati

OH	Cleveland - Columbus - Cincinnati	\$400 million	"3-C" (Cleveland-Columbus-Cincinnati) start-up service (capacity additions, track upgrades, grade crossing upgrades, stations, train maintenances & layover facilities). This project will also include planning for necessary equipment that can support future service improvements/
<i>Corridor Total</i>		<i>\$400 million</i>	

***Corridor: Chicago-Omaha**

IA	Chicago-Omaha	\$1 million	Service Level Tier 1 NEPA planning study to determine preferred route, prepare a service development plan (SDP) and conduct preliminary engineering (PE) for new service between Chicago and Omaha
<i>Corridor Total</i>		<i>\$1 million</i>	

***Additional Midwestern States' Projects Awarded**

IA	Iowa portion of Amtrak's California Zephyr route	\$17 million	Reduce travel times and improve on-time performance by installing 4 remotely-controlled powered crossovers on the BNSF Ottumwa subdivision.
KS	Kansas-Oklahoma/Texas route studies	\$250 thousand	Service development plan between Newton, KS and Oklahoma City, OK connecting Amtrak <i>Southwest Chief</i> service with the Heartland Flyer service, as well as potential new service connecting Kansas City and Dallas/Fort Worth
<i>Total Additional Project Awards:</i>		<i>17.25 million</i>	

We will miss you, Eliot.

* On Monday, December 28, 2009, our good friend Eliot Keller died.

For over 20 years, Eliot served as excursion chair of the Iowa Association of Railroad Passengers. He attended almost all (if not all) transportation meetings in the state of Iowa. He was always promoting passenger train service. In 2008, IARP presented the first Eliot Keller Award. This award recognized his dedicated and ceaseless efforts to bring fast and frequent passenger train service to the state of Iowa. The first recipient of this award was Eliot Keller.

In 2007, he was one of the organizers of the National Rail Passenger Leadership Summit (later renamed the National Passenger Train Leadership Summit) in Chicago, which brought together transportation advocates from across the country to promote passenger trains.

(www.nationalpassengertrainsummit.org).

In George Davison's BLOG, George said "One of Eliot's life goals were to make the world a better place than he found it. It is my opinion that he succeeded more than he could have realized."

Henry Wulff, president of the Texas Association of Railroad Passengers and former president of IARP said "Eliot was also my mentor and best friend. He always prodded me to do my best."

Scott Rogers, a former president of IARP, said "What's hard to put into words is the personal impact Eliot had on everyone who had the privilege to know and work with him. The best I can do is echo the words of Henry Wulff, former IARP President, who said in a recent tribute, 'He always had suggestions about what more could be done and offered advice how to do it.'

Eliot's Obituary said "Because he spent much of his life helping persons around him focus on the future, in accordance with his wishes there will be no funeral service nor memorial celebration of life."

Eliot was very active in the Iowa City area Chamber of Commerce. The chamber recently awarded Eliot a special honor, The Russell Slade Award, for being a positive role model and cheerleader for the community. This award is rarely presented.

Eliot was a very special person.

We will all miss you, Eliot. When that passenger train arrives in Dubuque, Quad Cities, Iowa City and points beyond, we will all cheer. As Eliot said frequently, it takes all of us working together to accomplish this goal. We will also say, Thank You Eliot.

We wish our condolences to Sandy, his wife and Nicole, his daughter.

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