



IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS

June 2008

IARP to meet in Carlisle

Our next meeting is Saturday, June 21, 2008, at 1:00 pm at Contemporary Catering and Kearney's Restaurant, 60 School Street, Carlisle, Iowa 50047.

Prior to the meeting, attendees may enjoy an optional buffet lunch at 12:00 noon. The cost of the buffet lunch is \$13.00.

The program includes:

Patrick Hendricks, President, IARP, and Midwest Passenger Interstate Rail commissioner
Passenger rail update

Dick Welch, member of the National Association of Railroad Passengers (NARP) Advisory Board and former Region 10 NARP director.

Topics:

- Federal legislation supporting the national rail passenger system
- Midwest Regional Rail Initiative
- Midwest Interstate Passenger Rail Commission
- Cedar – Iowa River Rail Transit Project
- Proposed Amtrak train to Dubuque
- Proposed Amtrak train to the Quad Cities and Iowa City

The public is invited and welcome and encouraged to attend the program and meeting.



Thanks Dick Tinder and Simpson College

For many years, Dick Tinder had donated his time being the webmaster of our website.

Simpson College had allowed us to have our website on their server.

Communication is very important to IARP. The website allows us to communicate.

At this meeting, IARP wants to show our appreciation to both Dick and Simpson College.

Dick is retiring from Simpson and as IARP Webmaster.

Directions to Kearney's Restaurant

From I-80, take US-65 South. Turn south on Iowa 5. Turn left (north) on either South 8th, 5th or 4th Street. Turn right (east) on School. Go to 60 School Street.

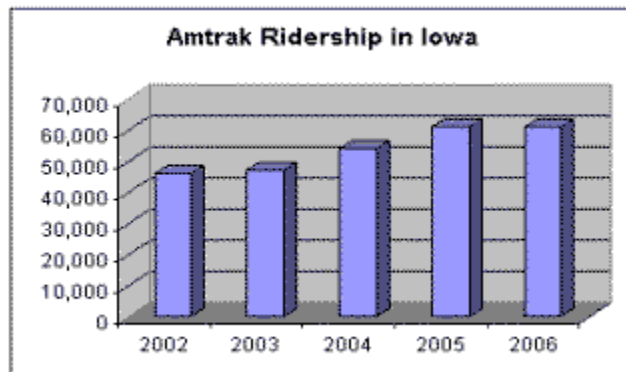
The Iowa Department of Transportation (IDOT) is creating a Passenger Rail Advisory Committee

This Passenger Rail Advisory Committee will serve as a discussion and advisory forum for passenger rail service in Iowa, including long distance, intercity and commuter. The committee will consist of 15-20 individual members plus Iowa DOT staff.

The first meeting will be June 19 in Ames, Iowa. It is anticipated that there will be three to four meetings held by the end of this year and approximately twice annually thereafter.

The Iowa DOT is excited about the important role that this committee can play as our state discusses and formulates a vision for passenger rail service for Iowans. Iowa DOT believes that passenger rail can and should play a definite role in Iowa's transportation system.

NOTE: All meetings will be open to the public.



Iowa Passenger Rail Advisory Committee

Roles of the Advisory Committee

- Provide balanced and diverse representation to the Iowa Department of Transportation (Iowa DOT) of the issues and concerns of passenger rail services around the state.
- Assist the Iowa DOT in addressing a wide array of passenger rail service issues important to Iowans.
- Serve as a discussion and advisory forum to:
 - Provide an arena for statewide considerations. Conduct advisory committee working sessions to move Iowa forward in expanding passenger rail services.
 - Help with information sharing, outreach, and education regarding passenger rail services.
 - Provide input to Iowa DOT's Rail Plan. Review materials and provide suggested changes for consideration.
 - Provide input in the development of a Passenger Rail Program in Iowa. Provide advice and ideas on potential resources, as well as the intricacies of alternative program options. Propose and comment on possible program policies and strategies that would be beneficial in fostering and promoting passenger rail services in Iowa.
 - Provide advice and input into the prioritization process for various passenger rail efforts.
 - Enhance communications with advocacy groups at the local, state, regional, and national levels.
 - Commit to participate in approximately two meetings annually. Additional meetings are anticipated during the first six to twelve months as the initial Passenger Rail Program is developed.
- Help decide what specific topics/issues they would like the committee to address over the next several meetings.
- Prioritize topics/issues and tentatively schedule them for in-depth discussion at future committee meetings.
- Review and familiarize themselves with meeting information and material in advance of each meeting, leading to more productive and interactive meetings.
- Advocate for program and funding proposals to local, state and federal elected officials and policymakers.

State-Supported AMTRAK Service

California	\$70,690,146
Illinois	\$26,960,632
Washington	\$11,992,285
Missouri	\$ 7,052,460
Pennsylvania	\$ 6,886,643
Wisconsin	\$ 6,336,898
Michigan	\$ 6,236,555
Oregon	\$ 4,403,474
Maine	\$ 4,396,424
North Carolina	\$ 4,298,990
Vermont	\$ 3,975,442
New York	\$ 3,533,001
Oklahoma	\$ 2,067,074
Texas	<u>\$ 1,838,000</u>
Total	\$160,668,025

Currently 16 states are working with Amtrak on estimates and plans for new or expanded passenger rail service. These states are undertaking this work because they understand their citizens want a mobility option – especially in light of high gas prices and increasing highway and airway congestion. The following examples illustrate current state efforts to implement new service.

- The Iowa Department of Transportation is working with eight other Midwestern states as part of the Midwest Regional Rail Initiative which proposes a 300 mile passenger rail regional system radiating out of a Chicago hub. Iowa DOT is identifying state and local needs for a future program and developing a freight and passenger long-range Rail Plan to position Iowa to apply for federal funding. Iowa DOT is partnering with Amtrak, Illinois DOT and the City of Dubuque on feasibility studies of new service from Chicago-Rockford-Dubuque. In addition, feasibility studies are also being developed on new service from Chicago-Quad Cities, Quad Cities-Iowa City and Iowa City-Des Moines.
- In Texas, current statewide plans are to develop the Trans Texas Corridor (TTC). The Trans-Texas Corridor (TTC) is a proposed multi-use, statewide network of transportation routes in Texas that will incorporate existing and new highways, railways and utility corridors. Specific routes for the TTC have not been determined, but the public involvement process is being conducted on two proposed routes that would generally parallel I-35 (TTC-35) and the proposed I-69 (TTC-69). The primary High Speed Rail Corridor (HSRC) to be affected by these proposed routes is the South Central HSRC. As envisioned, TTC routes may include separate lanes for passenger vehicles and large trucks; freight railways; and high-speed passenger railways.
- In New Mexico, the Rail Runner commuter rail service connects the outlying Belen and Bernalillo commuter markets with the state's commercial center, Albuquerque. The state achieved this without federal funding and in partnership with the freight railroad. The initial service has demonstrated the value and viability of rail service in New Mexico with the result that the rail line is being extended to Santa Fe. A "bullet train" connecting Albuquerque with Santa Fe has been discussed among state planners since the 1980s, but the state's rail market is being developed through phased investment in conventional rail in 2007.

U.S. Senators ask Amtrak to get Passenger Cars Ready for Iowa Service

U.S. Senators Dick Durbin, D-IL, Barack Obama, D-IL, Charles Grassley, R-IA., and Tom Harkin, D-IA, have requested that Amtrak move quickly to prepare rail cars. This request came in a letter to Amtrak Chief Executive Officer Alexander Kummant. The idea is to get Amtrak to pick up the cost of repairing the rail cars, which are in storage in Delaware.

An Amtrak feasibility study in January said that the supply of rolling stock is limited and new lines would have to come from inventory. Senator Durbin says that they want to make sure that these cars will be available for the Chicago—Rockford—Dubuque service and the Chicago—Quad Cities-Iowa City service.

Marc Magliari of Amtrak said the letter would be taken under advisement; but, usually such costs are paid for by the states. As of this date, funding has not been approved for either route.

National Train Day Celebration

The following IARP members volunteered for National Train Day celebrations:

Dick Welch went to Mt. Pleasant
U.S. Representative Dave Loebsack (2nd District, Iowa),
Nancy Richardson, Iowa Department of Transportation director
and Tom Carper, Amtrak Board member were all in Mt. Pleasant
Eliot Keller was at the Johnson County Historical Museum, Coralville
Rudolph Daniels of Sioux City gave a presentation on the
development of railroads in Iowa and their importance to Iowa
Pat Hendricks went to Sioux City to volunteer in their celebrations

National Train Day was May 10, 2008. It will be held every year to recognize all railroads.

Wisconsin joins the Midwest Passenger Interstate Rail Commission on March 30, 2008

Wisconsin joins Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota and Ohio as members of the Midwest Interstate Passenger Rail Commission.

The Iowa Members are:

Iowa House Appointment
Representative Paul Bell, Newton

Iowa Senate Appointment
Senator Daryl Beall, Fort Dodge

Iowa Senate Alternate
Senator John P. "Jack" Kibbie, Emmetsburg

Governor Designee
James Larew
Senior Advisor and Counsel to the Governor

Private Sector Designee
Patrick Hendricks
Iowa United Transportation Union
Iowa Association of Railroad Passengers

IARP GOALS

**Continued support of the *California Zephyr*
Work with the *California Zephyr* support group
Continued support of the *Southwest Chief*
Work to establish service between Dubuque and Chicago
Work to establish service between Iowa City, Quad Cities and
Chicago.**

Supporting all these routes give Iowans more transportation choices

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