May 18, 2013 meeting in Dubuque, Iowa

We will meet at noon for lunch at the Chicago, Burlington & Northern Museum. The Depot is part of the Mississippi River Museum, 350 East 3rd Street, Dubuque, Iowa. The Depot is located at the far west area of the museum. Use the entrance near the paddlewheel. Let the staff know that you are attending our meeting in the Depot. The attendant will direct you to the Depot.

Do NOT use the regular museum entrance, they will try to sell you an admission ticket.

The meeting will follow lunch. Cost of the lunch is $10.00.

Please call or email Mary Buczek that you will attend. We need a count for lunch.

e-mail address: iarp.news@gmail.com or marybuczek@iailti.com
phone: (563) 323-3390
Speakers

Senate President Pam Jochum represents the city of Dubuque.

She is the vice-chair of the Rules & Administration and State Government Committees. She also serves on the administrative rules, human resources and ways and means committees.

Senator Jochum has tentatively accepted; but, this acceptance is contingent on the Senate having completed its session for the year.

Iowa Stat Representative Patrick Murphy represents Iowa House District 99, the city of Dubuque.

He is a member of the appropriations, government oversight, human resources, labor and transportation committees.

Contacting legislators

Which is better - letter or email?

Paul Davis attended a meeting with several state representatives, this question came up. Email was the overwhelming choice.

Most correspondence is read first by the representative’s clerk. The clerk rejects all correspondence that is offensive or otherwise inappropriate. With email, no wastebasket is needed. Special emails can be earmarked or filed. Emails can receive a quick response. They receive 50-60 pieces of correspondence per day. They receive more correspondence if a controversial topic comes up for discussion.

With email, your correspondence arrives sooner - and you save 46 cents.
THE CHICAGO-IOWA CITY PASSENGER RAIL PROGRAM
Grant award fact sheet
January 2013

Status update
- In October 2010, an award for $230 million in High-Speed Intercity Passenger Rail (HSIPR) funds was jointly awarded to Illinois and Iowa to establish new intercity passenger rail service between Chicago and Iowa City.
- In fall 2011, the Iowa and Illinois DOTs requested that the Federal Railroad Administration split the award into two phases. Phase 1 would implement service from Chicago to Moline, and Phase 2 extend the service to Iowa City.
- During 2012, the Iowa DOT began a larger scale planning study – the Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study, while putting the extension to Iowa City on hold. This planning study is expected to provide additional information that will set in motion the next steps towards initiating passenger rail service in Iowa.

This fact sheet includes the details for the Chicago to Iowa City route as planned in the initial 2010 federal grant award.

Route and train characteristics
- Two daily round trips
- Travel time 4 hours and 20 minutes one way
- Initial maximum speed of 79 mph
- Each train can accommodate 230 passengers; and will offer coach seating and food service.
- Total route of 219.5 miles.
- Trains operate on Amtrak at Chicago’s Union Station, 0.8 miles; BNSF Railway from Chicago to Wyranet, Ill., 116.2 miles; and Iowa Interstate Railroad from Wyranet to Iowa City, Iowa, 102.5 miles.
- New stations at Geneseo and Moline, Ill.; and Iowa City

Service outcomes
- On-time performance will be 90 percent or higher.
- Projected annual ridership is 257,000 for 2017.
- Ridership includes passengers diverted from other modes annually: 60 percent of passengers from automobiles; 24 percent from air travel; 9 percent from buses; and 7 percent are new riders who otherwise would not have traveled.

Collaboration
- Iowa and Illinois DOTs have a strong partnership to initiate Chicago to Iowa City passenger rail service.
- The Midwest High-Speed Rail Steering Group, representing nine Midwestern states, executed a memorandum of understanding in 2009 supporting Midwest routes connecting to the Chicago hub.
- Agreements, in principle, are in place with Iowa Interstate Railroad, BNSF Railway and Amtrak.
- Agreements, in principle, were established with the cities of Iowa City, Moline and Geneseo for station development, thus demonstrating local support.
Project costs

- $310 million
- Costs allocated between Iowa and Illinois.
- Iowa and Illinois submitted a joint application for $248 million (up to 80 percent of the project cost) from the High-Speed Intercity Passenger Rail (HSIPR) program through the Federal Railroad Administration (FRA).
- The FRA awarded $230 million under the HSIPR program to the Chicago to Iowa City route, and the U.S. DOT awarded a $10 million TIGER II grant to Moline, Ill., for the passenger rail station.

Environmental benefits

- Reduces greenhouse gas emissions by 89,943 tons in the first 30 years of operation
- Fuel savings of 10,791,109 gallons during the first 30 years
- Reduces vehicle miles of travel by 25,611,484 in the corridor annually
- Reduces congestion (Saves $16.3 million in highway user costs during the first 30 years)
- Incorporates Iowa and Illinois DOTs’ “GreenLine” vision – a program advancing innovative, sustainable practices

Cost distribution (estimated)*

<table>
<thead>
<tr>
<th></th>
<th>Total project cost</th>
<th>Cost by state</th>
<th>Cost by funding source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iowa</td>
<td>$108.6 million</td>
<td>$20.6 M</td>
<td>$58.5 M</td>
</tr>
<tr>
<td>Illinois</td>
<td>$201.7 million</td>
<td>$1.2 M</td>
<td>$143.2 million</td>
</tr>
</tbody>
</table>

Public and economic benefits

- Improve our nation’s transportation infrastructure and assist in providing transportation alternatives to the citizens and businesses of Iowa and the Midwest
- Improves the state’s rail infrastructure, which is used for both freight and passenger transportation
- Returns for every public dollar of investment (including all long-term costs of operation and maintenance), by delivering $1.70 back to the public in reduced costs for transportation, fuel and pollution.
- Attains $7.4 million in highway safety benefits during the first 30 years
- Increases business activity, estimated at $25 million per year following service initiation
- Encourages transit-oriented development
- Upgrades more than 70 highway-railroad crossings in Iowa, and more than 60 in Illinois, by adding warning systems to improve motorist and train safety

Long-term vision

The Iowa DOT’s vision will create a passenger rail network that connects Iowans to each other and the country, and makes Iowa a more attractive place to live, work and visit. By integrating passenger rail into the broader multimodal transportation system, it can be a significant contributor to improved mobility, economic competitiveness, community revitalization, and reduced fuel use and emissions. It is a vision where travel by train is comfortable, efficient and reliable, and leaves a light footprint on the environmental landscape.

The link between Chicago and Iowa City via the Quad Cities is the first link in an incremental approach to implementation – to increase service over time, based on market demand, operational feasibility and funding.

More information is available on the Iowa DOT’s Website: www.iowadot.gov/iowarail
The above map is a collected wish list of the Midwest High Speed Rail Association.

We all need a vision.

Our goal is to make this vision a reality.
Iowa High-Speed Rail:
7 Supply Chain Companies

- Rail-Way Inc., Cascade, IA
  Concrete and Rubber grade crossings
- Master Packaging & Rubber Company, Cedar Rapids, IA
  Provides sealing solutions for applications involving high temperature, pressure and vibration
- Red Giant Oil Company, Council Bluffs, IA
  Railroad Oil (3-time winner of railroad supplier of the year by Union Pacific and Burlington Northern/Santa Fe)
- Products, Inc., Des Moines, IA
  Hydronic Steam Products, Pumps
- Environmental Lubricants Manufacturing, Grundy Center, IA
  Rail curve grease, Hydraulic fluids
- Matrix Metals, L.L.C., Keokuk, IA
  Steel Castings for locomotive and transit industry
- HIRAIL Corporation, Lisbon, IA

The above information is from a report by the ELPC (Environmental Law & Policy Center) in February 2013. The complete report and additional information is available at www.highspeedrailworks.org. The ELPC website is www.elpc.org

Steve Falck and ELPC were featured in a Des Moines Register article in March 2013 www.desmoinesregister.com/article/20130318/NEWS09/130318025/1056/news05 for their work promoting passenger train service in Iowa.

Another company in Iowa that provides a service for trains is Wabco Electronics in Cedar Rapids. Wabco (Westinghouse Air Brake Company). Positive Train Control equipment and engineering.

Can you think of other companies in Iowa that would benefit?
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website:
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Upcoming Events

May 15, 2013
ELPC thinks Des Moines - A sustainable future for Iowa

May 18, 2013
IARP meeting in Dubuque

website:
WWW.iowarailpassengers.org

Find us on Facebook
IARP MEETING

May 18, 2013

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