



IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS

====August 2009====

IARP to meet in Boone

Topics:

Our next meeting is Saturday, August 22, 2009, at 1:00 pm at the Gigglin Goat Restaurant, located at 628 Story Street, Boone, Iowa. Their phone number is (515) 432-1822.

Prior to the meeting, attendees may enjoy an optional lunch. Meals will be paid for by each individual participating in the lunch.

Following the meeting, members will have the opportunity to visit The Boone and Scenic Railroad and Historical Museum, 225 10th Street, Boone, Iowa

The program includes:

Patrick Hendricks, President, IARP
Passenger train update

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

- ◇ Federal legislation supporting the national passenger train system
- ◇ Midwest Regional Rail Initiative
- ◇ Midwest Interstate Passenger Rail Commission
- ◇ Iowa DOT
- ◇ Cedar – Iowa River Rail Transit Project
- ◇ Proposed Passenger Train Service to Dubuque
- ◇ Proposed Passenger Train Service to the Quad Cities, Iowa City and Des Moines
- ◇ The stimulus package and passenger train service



The Iowa Association of Railroad Passengers is a 501(c) (3) non-profit corporation.

Contributions to the Iowa Association of Railroad Passengers are deductible as provided by law.

OFFICE OF THE GOVERNOR

Governor Chet Culver ★ Lt. Governor Patty Judge

FOR IMMEDIATE RELEASE

July 27, 2009

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CULVER, QUINN SIGN IOWA-ILLINOIS RAIL AGREEMENT

Eight States Sign Agreement that Includes Rail Service to Des Moines

CHICAGO – In an effort to improve infrastructure, transportation and the economy, Governor Chet Culver and Governor Pat Quinn today signed a Memorandum of Understanding to coordinate efforts by Iowa and Illinois to establish passenger rail service from Chicago to Dubuque and from Chicago to the Quad Cities and Iowa City.

In addition, Governor Culver joined leaders from eight states who signed a Memorandum of Understanding in support of regional high-speed rail. That agreement includes, as a key goal, extending passenger service from Iowa City to Des Moines and on to Omaha.

"Expanding passenger rail service in Iowa is one of my administration's top transportation priorities," said Governor Chet Culver. "Reconnecting some of Iowa's largest cities – such as Dubuque, Iowa City and the Quad Cities – to Chicago will add to our state's economic success, and as Governor I appreciate the opportunity to work with Governor Quinn on this important regional issue. This is a first, but far from last, step in expanding passenger service on to Des Moines and across Iowa."

Governor Culver joined Governor Quinn along with Governor Jim Doyle of Wisconsin, Governor Jennifer Granholm of Michigan, Governor Ted Strickland of Ohio, and other government leaders and rail officials at the Midwest High-Speed Rail Summit in Chicago today.

Following the signing of the eight-state high-speed rail agreement, Iowa and Illinois officials signed a separate agreement that spells out action to be taken by the transportation departments in both states.

The Iowa Department of Transportation and Illinois Department of Transportation agree to cooperate and coordinate the planning and implementation of passenger rail service in the Chicago-Dubuque and Chicago-Quad Cities-Iowa City corridors, and to share certain costs associated with the preparation and operation of these new routes. Under the Memorandum of Understanding, the departments of transportation in both states agree to:

- Be responsible for coordinating with owner railroads to plan, finance and complete track and signal work within their state to implement passenger rail service in the corridors between Chicago-Dubuque and Chicago-Iowa City;
- Be responsible for executing operating agreements with passenger rail service operators that will specify the service parameters, equipment allocation, promotional arrangements, operating costs and other obligations, for providing passenger rail service within the boundaries of each state; and
- Share the cost of operating passenger rail service and the cost of equipment for providing passenger rail service from Chicago to Iowa City based on the mileage percentage – 73% (158.6 miles) in Illinois and 27% (59.3 miles) in Iowa - and from Chicago to Dubuque based on the projected ridership percentage – 83% in Illinois and 17% in Iowa.

The Iowa DOT and Illinois DOT will also be responsible for coordinating with local communities on each route in their state to provide station facilities for passenger waiting and boarding.

Iowa and Illinois have been working together on applications for federal passenger rail funds under the American Recovery and Reinvestment Act of 2009. In addition, Governor Culver's signature legislative accomplishment – the I-JOBS Initiative – includes \$10 million for multi-modal transportation projects in Iowa, including \$3 million for expanded passenger rail service in the state.

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MEMORANDUM OF UNDERSTANDING
Between
Illinois Department of Transportation
And
Iowa Department of Transportation
For
The Implementation of Rail Passenger Service on Two Corridors
Linking Cities in their Respective States

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by and between the Illinois Department of Transportation (Illinois DOT) and the Iowa Department of Transportation (Iowa DOT), (collectively, the "Agencies"), for the purpose of coordinating and documenting each agency's responsibilities in implementing actions relating to the establishment of passenger rail service, to be operated by a major railroad company from Chicago to Iowa City and from Chicago to Dubuque and the cities in between ("the Corridors").

WHEREAS, based on planning work conducted by the Midwest Regional Rail Initiative ("MWRRI"), and on feasibility studies conducted by the National Railroad Passenger Corporation ("AMTRAK") for both states, Illinois DOT and Iowa DOT agree to move forward with efforts to expand the Midwest passenger rail network to offer passenger rail service in the Corridors.

WHEREAS, Illinois DOT and Iowa DOT agree to cooperate and coordinate the planning and implementation of passenger rail service in the Corridors and to share certain costs associated with the preparation and operation of these routes as described below, based on capital and operating cost estimates outlined in the following Amtrak reports:

1. "Feasibility Study on Proposed Amtrak service: Chicago to Iowa City, Iowa via Quad Cities", revised April 2008, hereafter known as "The Quad Cities Study"; and
2. "Feasibility Report on Proposed Amtrak Service: Chicago-Rockford-Galena-Dubuque", revised June 2007, hereafter known as "The Dubuque Study."

WHEREAS, Illinois DOT and Iowa DOT agree to cooperate and coordinate the planning and implementation of passenger rail service in the Corridors and to share certain costs associated with the preparation and operation of these routes, as part of the base application for stimulus funding under the American Recovery and Reinvestment Act ("ARRA") to support passenger rail service.

WHEREAS, Illinois DOT and Iowa DOT agree that the agencies will mutually support each individual ARRA application by the two states, and that this agreement shall be subordinate to any multi-state MOU the two states enter into regarding the implementation of high-speed passenger rail service connections involving corridors between Midwestern states.

NOW, THEREFORE, be it resolved that Illinois DOT and Iowa DOT agree as follows:

- a. Illinois DOT will be responsible for coordinating with owner railroads to plan, finance and complete track and signal work within its state boundaries, which is necessary for the implementation of passenger rail service in the Corridors listed above;
- b. Iowa DOT will be responsible for coordinating with owner railroads to plan, finance and complete track and signal work within its state boundaries which is necessary for the implementation of passenger rail service in the Corridors;
- c. Illinois DOT and Iowa DOT will be separately responsible for executing operating agreements with passenger rail service operators that will specify the service parameters, equipment allocation, promotional arrangements, operating costs and other obligations, for providing passenger rail service within the boundaries of each state; and

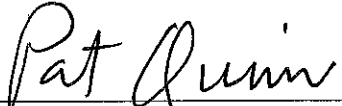
- d. Illinois DOT and Iowa DOT will share the cost of operating passenger rail service and the cost of equipment for providing passenger rail service from Chicago to Iowa City based on the mileage percentage – 73% (158.6 miles) in Illinois and 27% (59.3 miles) in Iowa - identified in “The Quad Cities Study”; and will share the cost of operating passenger rail service and the cost of equipment for providing passenger rail service from Chicago to Dubuque based on the projected ridership percentage – 83% in Illinois and 17% in Iowa - identified in “The Dubuque Study.”

Illinois DOT and Iowa DOT will be separately responsible for coordinating with each state’s local communities on each route to provide station facilities for passenger waiting and boarding.

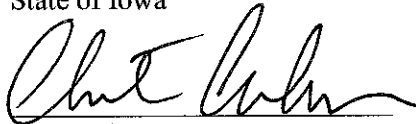
BE IT FURTHER RESOLVED that the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of the Corridors for the implementation of passenger rail service.

AND FINALLY BE IT RESOLVED THAT, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to ensure that the goal of expanding the Midwest passenger rail network to offer passenger rail service for the Corridors is developed in cooperation to the maximum extent possible; to ensure that the project is developed in full compliance with Federal and State requirements; and to ensure that there is maximum communication and minimum duplication of effort.

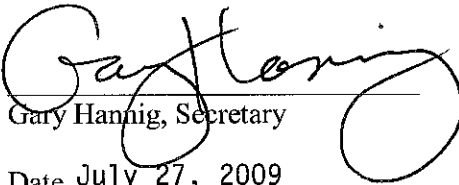
State of Illinois


Pat Quinn, Governor
Date July 27, 2009

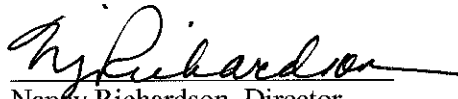
State of Iowa


Chet Culver, Governor
Date July 27, 2009

Illinois Department of Transportation


Gary Hannig, Secretary
Date July 27, 2009

Iowa Department of Transportation


Nancy Richardson, Director
Date July 27, 2009



Iowa Submits Pre-Applications to the Federal Railroad Administration

On July 10, 2009, the Iowa DOT submitted pre-applications to the Federal Railroad Administration (FRA) for funding of five intercity passenger rail projects under the American Recovery and Reinvestment Act (Recovery Act) of 2009.

This pre-application process will give the FRA an early assessment of the intended Recovery Act passenger rail project and program applications and provide pre-applicants with feedback necessary to better complete full applications. The pre-application process also allows the FRA and applicants to start a collaborative process for ensuring early program success.

The first two projects will be submitted in cooperation with the Illinois DOT seeking funding for improvements necessary for new intercity passenger rail services on the Chicago to Dubuque and Chicago to Quad Cities to Iowa City corridors. The regular applications for these two projects are due no later than Oct. 2, 2009.

The third project, submitted on behalf of the BNSF Railway, seeks funding to make improvements that will relieve congestion on the line serving the California Zephyr Amtrak service across southern Iowa. The regular application for this project is due no later than Aug. 24, 2009.

We will now begin to prepare the regular applications for these three projects to compete with applicants from around the country for a share of \$8 billion in Recovery Act funds appropriated for intercity passenger rail capital investments.

We have also submitted two additional pre-applications for later funding rounds. The intent of these pre-applications is to express that the next steps in Iowa's plan for expanded passenger rail service are for service from Chicago to Des Moines and then from Chicago to Council Bluffs/Omaha.

Iowa is also supporting pre-applications submitted by Wisconsin DOT for Midwest Train Equipment Fleet and Illinois DOT for Chicago Terminal improvements.

**AMTRAK
AMERICAN RECOVERY & REINVESTMENT ACT PROJECTS IN IOWA**

- Burlington, Iowa – new wheelchair lifts and enclosures; improvements to crossing to platform \$51,600.00
- Creston, Iowa – new wheelchair lifts and enclosures; new pads for lifts and sidewalk to platform; new sidewalk and curb cut from parking to platform; paint markings for accessible parking stalls on existing paving \$29,300.00
- Fort Madison, Iowa – new wheelchair lifts and enclosures; improvements to crossing to platform; paint markings for accessible parking stalls on existing paving \$33,000.00
- Mt. Pleasant, Iowa – new wheelchair lifts and enclosures; new pads for lifts and sidewalks to platform; improvements to crossing to platform; new sidewalk and curb cut from parking to platform; relocate accessible parking stalls to adjacent to platform \$125,000.00
- Ottumwa, Iowa – new wheelchair lift and enclosure; improvements to crossing to platform; new sidewalk and curb cut from parking to platform; paint markings for accessible parking stalls on existing paving \$61,200.00

IARP GOALS

- **Continued support of the *California Zephyr***
- **Continued support of the *Southwest Chief***
- **Work to establish service between Dubuque and Chicago**
- **Work to establish service between Waterloo and Dubuque**
- **Work to establish service between Des Moines, Iowa City, Quad Cities and Chicago.**

Supporting all these routes give Iowans more transportation choices

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