



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.

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

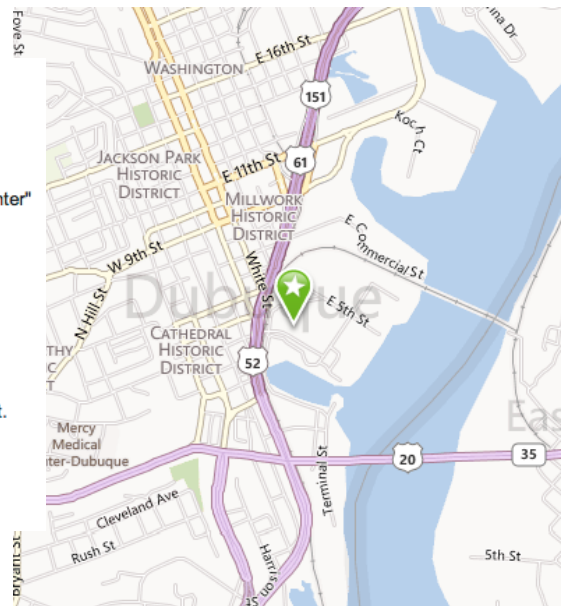
GPS Location:
Latitude N42°29'47" (42.496°) Longitude W90°39'40" (-90.661°)

From Highway 20 East Bound

1. Follow Highway 20 East towards the Illinois Bridge.
2. At the intersection before the Illinois Bridge, turn to the left, "Downtown/Civic Center"
3. Follow Locust Street for 3 blocks to Third Street.
4. Turn right on Third Street, until you come to T intersection.
5. Turn right at the intersection, turn right again into museum parking lot.
6. The museum is on the left hand side.

From Highway 61 North Bound

1. Follow Highway 61 North into Dubuque.
2. Exit to your right, "Downtown/Civic Center."
3. At the second stop light (Illinois Bridge to your right), go straight on Locust Street.
4. Follow Locust Street for 3 blocks to Third Street.
5. Turn right on Third Street, until you come to T intersection.
6. Turn right at the intersection, turn right again into museum parking lot.
7. The museum is on the left hand side.



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 toward 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 Wyand, Ill., 116.2 miles; and Iowa Interstate Railroad from Wyand 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.

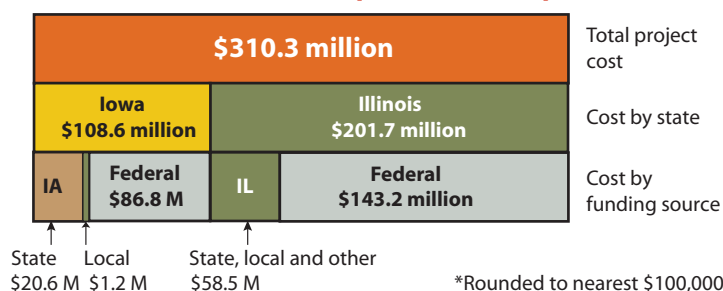
Collaboration

- 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.

Cost distribution (estimated)*



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

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

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**



800 Lincoln Way
Ames, Iowa 50010
515-239-1101
iowadot.gov



Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

The Collected Wish List

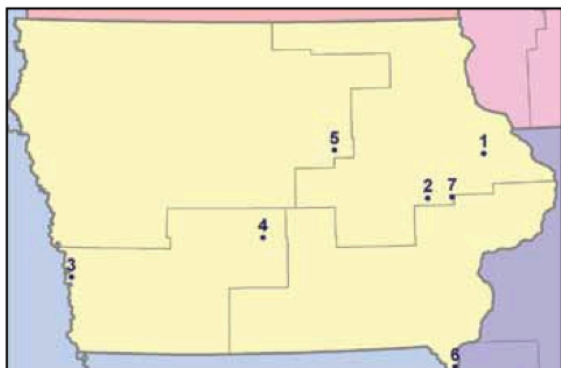


The above map is a collected wish list of the Midwest High Speed Rail Association.

We all need a vision.

Our goal is to make this vision a reality.

Iowa High-Speed Rail: 7 Supply Chain Companies



- | | |
|---|----------------|
| 1 Rail-Way Inc. | Cascade |
| 2 Master Packing & Rubber Company | Cedar Rapids |
| 3 Red Giant Oil Companies | Council Bluffs |
| 4 Products Inc | Des Moines |
| 5 Environmental Lubricants Mftrg | Grundy Center |
| 6 Matrix Metals LLC..... | Keokuk |
| 7 HiRAIL Corporation | Lisbon |

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 Bluff, 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

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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.

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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?

IARP CONTACTS

President

Gordon Canfield
2005 Spring Street
Grinnell, IA 50112
641-236-6345
canfigor@hotmail.com

Vice President

Penny Roeder
900 University Avenue
Dubuque, Iowa 52001-6151
563-588-9655

Secretary

Joseph Buczek
1422 West 9 Street
Davenport, Iowa 52804
563-323-3390

Treasurer & Newsletter Editor

Mary Buczek
1422 West 9 Street
Davenport, Iowa 52804-4018
563-323-3390
gardenrr1@gmail.com
marybuczek@iailti.com

Directors

Richarad F "Dick" Welch
310 Aaron Court S.W.
Swisher, IA 52338-9430
319-857-5559
(term expiring 2015)

Roland M. Lynch
216 Bluff Street
Council Bluffs, IA 51503-6559
712-3233-0522
(term expiring 2013)

Judy Risvold
1114 59th Street
Des Moines, IA 50311-2108
515-277-4717
(term expiring 2014)

Legal Counsel

George F. Davison, Jr.
2746 Lynner Drive
Des Moines, IA 50310-5835
515-250-1553

Marketing Director

Paul Davis
2111 47th Street
Des Moines, IA 50310-3046

website:

WWW.iowarailpassengers.org



Upcoming Events

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

May 18, 2013 IARP meeting in Dubuque





Iowa Association of Railroad
Passengers 1422 West 9 Street
Davenport, Iowa 52804-4018

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