

# ALL ABOARD

# INDIANA

The Official Newsletter of the

**Indiana Passenger Rail Alliance**

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## THE 2021 INDOT STATE RAIL PLAN



Indiana Department of Transportation

The 2021 *Indiana State Rail Plan Survey*, hosted by the *Indiana Department of Transportation (INDOT)* has recently been **closed** and the Indiana Passenger Rail Alliance (IPRA) trusts that you were able to provide input to that survey. The **2021 Indiana State Rail Plan**, which will replace the **2017** version ([https://www.in.gov/indot/files/2017 Indiana State Rail Plan.pdf](https://www.in.gov/indot/files/2017%20Indiana%20State%20Rail%20Plan.pdf)), is planned to be published by **August 2021**.

Please go online to the **Railroad** page on INDOT's website at: <https://www.in.gov/indot/2394.htm> to view the most current information from INDOT's Rail Office. While the **Railroad** page has many important updates, the highlight is the results of the October 27, 2020 2-hour **Stakeholder Committee Meeting**, which was attended by members of IPRA, the Northern Indiana Passenger Rail Association (NIPRA) and the High Speed Rail Alliance (HSRA) in addition to many industries. The summary of this meeting and associated presentation at [https://www.in.gov/indot/files/INDOT\\_SRP\\_Virtual Stakeholder Committee Meeting1.pdf](https://www.in.gov/indot/files/INDOT_SRP_Virtual_Stakeholder_Committee_Meeting1.pdf), is a comprehensive look into *Indiana's rail future*, which IPRA highly recommends you read. Also, during this meeting a Purdue University attendee, **Nadia Gkritza**, referenced a 2017 INDOT-funded **report** by the *Joint*

*Transportation Research Program (JTRP)*, which evaluated opportunities to enhance *Hoosier State* train ridership. The [SR-4044 Technical Summary](#) of this report is a very good and quick read.

As a comparison, the *Pennsylvania 2020 Draft State Rail Plan* (Oct 2020) can be found online [here](#) and the *Virginia Statewide Rail Plan (2017)* can be found [here](#). Also, the *Virginia Passenger Rail Authority (VPR)* has been launched this year as introduced in [this Railway Age article](#).



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# Hoosier State Conceptual Infrastructure Plan (Installment 2 of 3)

By: Steve Coxhead, President, Indiana Passenger Rail Alliance

The **Indiana Department of Transportation (INDOT)** has commissioned a study providing some possible answers to the question of what it would take, and what would it cost, to run an improved daily passenger train service in the Indianapolis-Crawfordsville-Lafayette-Northwest Indiana corridor. The **Indiana Passenger Rail Alliance (IPRA)** presented the first part of our review of the study (a general overview) in the last edition (Vol. 7, No.2 Second Half 2020) of "All Aboard Indiana". In this edition, we focus on the specific infrastructure improvements that must be made to support higher speeds and greater service frequency. Finally, in the next edition, we will present a look at the estimated capital costs associated with the project.

The November 2019 Intercity Passenger Rail Conceptual Infrastructure Plan compiled by *Patrick Engineering* may be found on the INDOT website as a 64-page PDF document entitled "Passenger Rail Infrastructure Plan" at: <https://www.in.gov/indot/2394.htm>.

If you have problems in viewing, downloading or printing the document, please send us a note at [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org) requesting assistance.

So, what infrastructure work does the plan document recommend?

## (1) New Station at Indianapolis International Airport

This has long been discussed. The new airport station would be in addition to the existing Union Station in downtown Indianapolis. An airport station could increase ridership by making this award winning International airport a viable alternative to Chicago O'Hare for travelers living North and Northwest of Indianapolis. This would be of particular importance to important academic communities Wabash College in Crawfordsville and Purdue University in West Lafayette.

## (2) Speed Improvements

Various improvements can be made to the CSX right of way to directly enhance the speed at which trains could be run. This includes both local speed improvements and overall speed improvements.

Local speed improvements refer to changes made at specific points to eliminate existing speed restrictions, resulting in reduced overall travel time. In this category are the following:

- **Monon Realignment and new bridge** – would increase speed from 15 to 40 mph through the junction
- **Battle Ground & Jamestown** – improvements to grade crossing & fencing to allow for 60 mph operation thru both towns
- **Reynolds** – replace diamond & upgrade interlocking to allow for 60 mph operation through the crossing
- **Clermont Realignment** – reconfiguring the tracks at Clermont would increase speed from 30 to 40 mph

Overall speed improvements refer to generic improvements throughout the corridor to improve maximum speed from 60 to 79 mph. Included in this category would be the following:

- **Rehabilitation of existing mainline track**
- **Installation of new high speed turnouts (switches)**
- **Addition or replacement of active warning devices at every highway grade crossing**
- **Upgrade or replacement of electronic signal systems throughout**

## (3) Siding Improvements

The report identifies eight (8) places where existing sidings could be improved or modernized. This has the effect of increasing capacity in the corridor and minimizes the problem of freight delays to passenger service. Improvements of the following types are recommended:

- **Several sidings need to be lengthened to accommodate current train lengths**
- **At least one point was identified at which an additional siding should be constructed**

- Passenger trains are currently required to back out of sidings at several points and improvements could be made to eliminate this requirement
- There are several points at which it is recommended that turnouts (switches) be modernized
- There are several points at which it is recommended that active local roads crossing the siding be closed
- Currently the main line runs through the middle of the Lafayette yard so several changes to track in the Lafayette yard are recommended to eliminate delays caused by the existing configuration

The speed and siding improvements address the need to be able to maintain a higher average speed through the corridor. The siding improvements facilitate the reduction of freight delays by being able to move freight trains out of the way of passenger trains, as necessary. The implementation of both sets of improvements addresses the goal of minimizing travel time between Indianapolis and Northwest Indiana, and thus making the service a more attractive option for the Hoosier traveler.

If development of the Indianapolis to Northwest Indiana corridor along the lines described in the conceptual plan document is of concern to you, please communicate with your State Representative and State Senator and let them know your feelings. It certainly couldn't hurt to communicate with the Governor's office on the same subject. We need a commitment (possibly from the Governor's office!) on the part of the State of Indiana to turn the conceptual plan into a reality. We need a commitment on the part of INDOT to aggressively seek funding for the plan. This is something with which Indiana's delegation in the next Congress could definitely help. It wouldn't hurt to get in touch with them. Please let us know about your conversations at: [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)!

## The Midwest Interstate Passenger Rail Commission (MIPRC)

By: Philip Streby, IPRA Board Member

The Midwest Interstate Passenger Rail Commission

(MIPRC), formed by compact agreement in 2000, brings together state leaders from across the region on a bipartisan basis to advocate for passenger rail improvements.

The main purposes of the compact are to promote both current improvements and long-range plans for intercity passenger rail service in the Midwest, coordinate interaction among Midwestern state officials, and between the public and private sector at all levels (federal, state and local), and support regional efforts of Midwestern state DOTs involved in developing and implementing improvements to passenger rail service.

MIPRC's current members are these eight States: **Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, North Dakota and Wisconsin**. Four Midwest States could be members. **Ohio** dropped out of the compact during Governor Kasich's term. **Iowa, Nebraska, and South Dakota** are also eligible to join.

The current officers of MIPRC are **Robert Guy**, Illinois, Chair; **David M. Simon**, P.E., Wisconsin, Vice Chair; State Representative from Indiana, **Sharon Negele**, Financial Officer; and **Laura Kliewer** (Pronounced like cleaver), Illinois, Director.

In 2000, the Midwest States agreed on a 40-year plan to improve the economy, create thousands of jobs, and connect the region with safer, more efficient travel. MIPRC, a federally authorized compact, was formed to advocate for the expansion and implementation of passenger rail service in the Midwest.

While some States, with a modicum of capital assistance from the federal government, have stepped up to invest in passenger rail development, passenger rail has long lacked the investment afforded other forms of transportation. MIPRC believes that with improved public policies and stronger federal investment, passenger rail can grow and thrive as an integral part of a modern multi-modal transportation system. The commission supports the build out of faster and more frequent service across the Midwest with a planned 3000 mile system that will put 90% of the region's population within an hour of a train station.

MIPRC held a conference of two half-days on November 10-11, 2020 to wrap its efforts thus far. **Peter Schwartz**, Federal Railroad Administration (FRA) representative provided an overview of the plan discussing the types of

corridors in the plan, governance and funding, concept planning for higher speed, and what is expected to facilitate future planning and implementation. He emphasized that this work identifies markets using the CONNECT model for early stage planning. This planning tool, looking at the performance of corridors and networks, is used to develop service plans, generate operational data, and estimate economic return. All outputs are given in ranges (low, medium, high) rather than specifics. During each of the phases, feedback is used to redevelop concept planning while looking at capital costs of the system. While the model does not consider increased travel due the network, it is taken into consideration by the FRA at a lower level. Peter said he could not provide more specific information, but also said the results of the current study will be finalized soon and released. We heard next from the Department Of Transportation (DOT) representatives from each of the member states speaking about the progress being made.

Illinois (as is Michigan) is eager to get their [Chicago <-> St Louis] service up to the 110 MPH it was built for. Also, stations are being rebuilt to be ADA capable. Chicago Union Station (CUS) is said to have reached saturation, so efforts are being made to advance the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. This is a 70 -project, \$4.6 billion plan to improve the efficiency and effectiveness of freight, commuter and intercity passenger rail and to reduce highway delay in the Chicago region. By rebuilding and enhancing the 81st Street interlocking with a connection to the former New York Central RR and Rock Island RR routes at Englewood, Illinois, about twenty-five daily Metra commuter trains can move their terminus from CUS to the LaSalle Street station. Additionally, plans are being pursued to redesign the former Post Office building (over the CUS tracks) stub tracks as through tracks to further efficiency in moving trains to and through CUS.

Indiana looked at the development of the new State Rail Plan, stating that "Indiana is not just a highway state". This author believes the plan to be a bit shy of passenger rail initiatives except for the Northern Indiana Commuter Transportation District (NICTD), which is spending nearly \$945 million dollars of state and federal money to: 1) lay a second main east to Michigan City, Indiana and 2) establish a new route (a.k.a. West Lake Corridor) over abandoned rights-of-way between Hammond and Dyer. This new double track main will greatly speed up current schedules and provide for additional service; the new West Lake

Corridor will bring new service to a rapidly growing Lake County whose resident live in Indiana but work in or near Chicago. These workers now commute by automobile and are overwhelming the local, US, and Interstate highway system. No mention was made of restoring daily service to the [Chicago <-> Indianapolis] route nor of re-establishing [Chicago <-> Fort Wayne] and beyond.

Kansas wants to connect to its adjoining states and to the region.

Michigan, like Illinois, spent millions to purchase and renovate the former Michigan Central (ne' NYC, PC, Conrail) line from Kalamazoo to Dearborn to designs meant for 110 MPH service. Using the former two-track right-of-way, they are reducing curvature on the East end of the route from Jackson to Ann Arbor to bring up track speeds by reducing or eliminating speed restrictions (slow orders for rail fans). They are looking at 2021 to finally travel at the higher speed. Very concerned about trespassers, MDOT is erecting fencing along it right-of-way as a preventative reminder of the danger. It seems to be working. They are also designing a bypass route within Battle Creek to eliminate the mile of trackage rights on the Grand Trunk (CNRR) which causes much delay due to CN freight movements. New rail installed on 16 miles of track east of Niles will increase speeds in that area by eliminating speed restrictions. Michigan wants that 110 MPH!

Minnesota DOT constructed a diorama to demonstrate what new service to Duluth would look like. They are quite serious about this new (old) route which was discontinued in the 1970s. The Northern Lights Express appears to be a very well thought out plan, and is receiving much attention in the Duluth to Minneapolis corridor.

Missouri has reduced its 286 mile [St Louis <-> Kansas City] River Runner Service but has added coaches to allow passengers to spread out while aboard. On-Time Performance (OTP) has improved and DOT has suspended fare increases (normally 3-5% per year) for next year!

Unfortunately, I was unable to listen to the DOT representative from North Dakota, but came back in time to listen to the DOT representative from Wisconsin.

Due to the pandemic, Wisconsin lost many of its business and commuter travelers between Milwaukee and Chicago. So it has reduced service on the Hiawatha Route by 54%, but have kept the early evening train due to good ridership.



They continue with plans to have 10 daily round trips which will include a second scheduled [Chicago <-> St. Paul-Minneapolis] train on the corridor. Additionally, work on the Muskego Yard Bypass is continuing which will divert freight traffic away from the Milwaukee Intermodal Station (MKE) station allowing the additional and better flow of passenger trains.

Next up, representing **Amtrak**, were retiring **Joe McHugh**, **Derrick James**, and **Joe Schacter**. They showed the new Midwest (and California) equipment being produced: beautiful with loads of amenities including Wi-Fi, electronic signage, built-in steps which protrude during station stops, built-in wheelchairs lifts, wider ADA compatible aisles in designated coaches semi-permanently coupled to café cars (being produced later), USB ports and 120v outlets at seats, bike rack/luggage rack combinations, etc. Video monitors color code restroom use and direct waiting patrons to the next nearest available! Discussion then turned to funding and demand for service, but Mr. McHugh said that Amtrak can weather the current situation, and is confident that future funding will be forthcoming.

## David Peter Alan's Eight Part Series

This series thanks to: **David Peter Alan**, Contributing Editor, *Railway Age* Magazine

**Editor's Note:** In the last issue of *All Aboard Indiana* (<http://www.indianahighspeedrail.org/docs/2020/202007aai.pdf>), the first of this series was published in its entirety. Since all eight articles in this series have now been published, this issue of *All Aboard Indiana* lists all eight articles with: (1) each article's summary, (2) date published, (3) other referenced downloadable documents and (4) online location of the article.

Here is the list of this fantastic eight part series:

### 1) Has Amtrak Declared War?

- ⇒ The First Amendment of the Constitution and travel during a pandemic
- ⇒ Published; July 4, 2020
- ⇒ Ref: Amtrak Supplemental Funding Letter to Congress Final Signed 5.25.20

⇒ <https://www.railwayage.com/news/first-in-a-series-has-amtrak-declared-war>

### 2) Cutting Service Actually Costs More

- ⇒ Amtrak knows that three-day-a-week—long-distance service make no economic sense
- ⇒ Published: July 12, 2020
- ⇒ No other referenced document
- ⇒ <https://www.railwayage.com/news/second-in-a-series-cutting-service-actually-costs-more>

### 3) Is it Money, Or Ideology?

- ⇒ What's the real reason for Amtrak's service cuts?
- ⇒ Published: August 23, 2020
- ⇒ Ref: Amtrak Service Line Plans FY21-25
- ⇒ <https://www.railwayage.com/passenger/intercity/third-in-a-series-is-it-money-or-ideology>

### 4) Amtrak's Impossible Demands

- ⇒ Is it possible to restore daily passenger rail service in the USA before it disappears altogether?
- ⇒ Published: September 18, 2020
- ⇒ Ref: Amtrak Restoring Long Distance Service White Paper
- ⇒ <https://www.railwayage.com/passenger/intercity/fourth-in-a-series-amtraks-impossible-demands>

### 5) Advocates Speak Out, But It's Up to Congress

- ⇒ The date that daily long-distance service will be stopped = October 1, 2020
- ⇒ Published: September 27, 2020
- ⇒ No other referenced document
- ⇒ <https://www.railwayage.com/passenger/intercity/fifth-in-a-series-advocates-speak-out-but-its-up-to-congress>

### 6) What Congress Can Do—If It's Willing

- ⇒ While Congress is holding Amtrak's keys and Amtrak management continues to seriously affect communities, what president-elect Biden may do is... H U G E!
- ⇒ Published: October 5, 2020
- ⇒ Ref: Amtrak Service Line Plans FY21-25
- ⇒ <https://www.railwayage.com/passenger/intercity/sixth-in-a-series-what-congress-can-do-if-its-willing>

## 7) Beyond Daily Operation—Proposals for Reform

- ⇒ You can look for without tripping over well written proposals for improving passenger rail... just do it.
- ⇒ Published: October 7, 2020
- ⇒ No other referenced document
- ⇒ <https://www.railwayage.com/passenger/intercity/seventh-in-a-series-beyond-daily-operation-proposals-for-reform>

## 8) Can You Still Get There From Here?

- ⇒ The Amtrak “skeleton” continues to lose “bones”... a slow and painful disservice to customers
- ⇒ Published: December 7, 2020
- ⇒ Ref: A Look at Amtrak’s Available Connections
- ⇒ <https://www.railwayage.com/passenger/intercity/eighth-in-a-series-can-you-still-get-there-from-here>

**Editor’s Note Continued:** There is a lot of useful information in these eight articles to arm the passenger rail advocate with the knowledge to educate our Country’s / State’s decision makers. Now it’s your turn. Please make a difference with the decision makers you choose to influence!

# The Final Ruling on Intercity Passenger Rail Metrics

By: Philip Streby, IPRA Board Member

On Monday, November 16, 2020 the **Federal Railroad Administration (FRA)**, **United States Department of Transportation (USDOT)** released its final ruling, [Metrics and Minimum Standards for Intercity Passenger Rail Service](#).

This quantifies a means to measure the performance and service quality of Amtrak’s intercity passenger train operations (Metrics and Standards) and is organized into four categories:

- 1) On-Time Performance (OTP) and train delays
- 2) Customer service
- 3) Financial
- 4) Public benefit

**This OTP metric, defined as the percentage of all customers on an intercity passenger train detraining point no later than 15 minutes after their schedule arrival time,**

**establishes a minimum standard of 80% for any two consecutive calendar quarters as well as when this standard begins to apply. It includes information such as ridership data, published schedule, train delays/10,000 train miles, station performance, and agreed-to host running time (allotted time to travel station to station).**

During a period of public hearings and written comment, the FRA received more than 320 comments from state agencies, port authorities, railroads, environmental groups, transit agencies, unions, rail passenger advocacy groups, and even highway representatives, as well as more than 200 individuals. This final rule may result in lower operational costs for Amtrak to the extent that it results in improved OTP. While not quantified by the FRA, these reduced costs include labor, fuel, and expenses related to passenger inconvenience, while at the same time providing benefits due to improved travel times and service quality.

The [Passenger Rail Investment and Improvement Act \(PRIIA\)](#) President G.W. Bush signed into law October 16, 2008 required, under section 207 required FRA and Amtrak to jointly develop new or improved metrics and minimum standards for measuring the performance and service quality of intercity passenger train operation, including cost recovery, OTP and minutes of delay (as reported by the conductor), ridership, on-board services, stations facilities, equipment, and other services. It also called for consultation with the Surface Transportation Board (STB), host railroads, states, Amtrak employees, and groups representing Amtrak passengers, as needed and appropriate. This is to aid in determining OTP and publishing a quarterly report to include, among other things, the minutes and causes of delay. In meetings with the stakeholders FRA sought collaborative commitment to both determine and maintain published schedules. Because Amtrak trains often operate over multiple host railroads, train performance metrics in this final rule do not penalize host railroads for train delays for which they are not responsible (Example 1: Late at a given station on railroad B because of delays caused by or occurring on railroad A. Example 2: Late at a given station because of a trespasser incident.). These metrics are designed to provide a means by which to identify certain categories of delay and their frequency and duration in an effort to understand and improve passenger train performance.

Because the FRA believes the OTP metric should measure train performance from the eyes of the customer, the metric is meaningful because it reflects the passenger train’s actual

performance.

This final rule report includes numerous comments and how the FRA responded. Suffice it to say, all commentary was reviewed and reflected in this ruling.

Some footnotes: All this does come at some cost financially to Amtrak, host railroads, and other entities in terms of man-hours required to prepare for meetings, generate letters of agreement, etc. Special care had to be taken to eliminate any federalism that might obligate state funding (No unfunded mandates).

**It is suggested that this final rule may result in lower operating costs for Amtrak as a result of improved OTP. These include reduced labor costs, fuel costs, and expenses related to passenger inconvenience .**

Also suggested: benefits to riders from improved travel times and service quality, and possibly significant ridership gains. While the FRA has not and does not have the means to quantify these potential benefits for the purpose of this final rule, "FRA expects Amtrak and the host railroads to structure schedules to achieve the level of performance...to meet the... standard, thus avoiding the expense and uncertainty of an STB investigation under [PRIIA] section 213".

**No environmental impacts.**

Finally, since the STB alone determines whether an investigation due to poor OTP is warranted, triggers for such investigations as well as any penalties involved are not part of this Final Rule and are not addressed herein.

## THE AMERICAN HIGH-SPEED RAIL ACT

This article courtesy of: Representative **Seth Moulton** (MA-06), Representative, United States Congress

**Editor's Notes:** This article can be found online on Representative Moulton's website at: <https://moulton.house.gov/press-releases/moulton-boyle-and-delbene-introduce-the-american-high-speed-rail-act>. **Also, please go online to the High Speed Rail Alliance's (HSRA) website [here](#) and sign the petition to Congress in support of this act!!**

December 09, 2020

## Moulton, Boyle and DelBene Introduce the American High-Speed Rail Act

**The bill, a blueprint for national high-speed rail, received the endorsements of national transportation advocates and leaders.**

WASHINGTON— Today, **Representative Seth Moulton (MA-06)** introduced the American High-Speed Rail Act, which would invest \$205 billion federal dollars into high-speed rail, create at least 2.6 million direct American jobs over five years, and provide Americans with a new travel option that's safer than driving, cleaner than flying and never delayed by weather. **Representatives Brendan Boyle (PA-02)** and **Suzan DelBene (WA-01)** joined Moulton as original sponsors of the bill.

**"High-speed rail is faster, cleaner, safer and better for our economy. It will connect people to more jobs in new places, give Americans freedom and choice in how they travel, and put us on par with the rest of the world. This bill is the plan that will get us there," Moulton said. "We spend vast amounts of money subsidizing planes, which are delayed by weather, and roads, which are crumbling nationwide. We have the chance coming out of this pandemic to think big and think differently. Let's not waste the opportunity."**

**Rep. Brendan Boyle said:** "The American High-Speed Rail Act is the right plan at the right time for the American transportation system. As we prepare to embark on the era of Build Back Better, it has never been more crucial to address our nation's infrastructure in a way that supports and strengthens our commitment to improving both the economy and the environment. High-speed rail must be a significant part of our infrastructure plans moving forward as we look to bring in the next generation of safe, efficient rail travel for American business and the American people."

**Rep. Suzan DelBene said:** "Building a national high-speed rail system would not only reinvigorate the American transportation system but also support our local economy at a critical time. As we recover from dual public health and economic crises, an infrastructure project of this size would create millions of new jobs while investing in cutting-edge, green technology and building a path to new technology and innovation hubs across the country. I am excited to introduce this bill with my colleague Rep. Seth Moulton and work with the Biden administration on

*developing a stronger high-speed rail system.*

The introduction of the **American High-Speed Rail Act** follows a 30-page [white paper](#) Moulton released in May, in which he [outlined a vision](#) for building U.S. high-speed rail and the benefits of doing so.

The bill will help build a national high-speed rail system by:

- Investing \$41 billion annually in high-speed and higher-speed rail through grants administered by the Federal Railroad Administration over 5 years, with incentives for \$38 billion or more in nonfederal funding
- Expanding metrics used by states and cities for transportation planning so they include the potential wider economic benefits projects return to the community in addition to the immediate, important economic and environmental considerations they are currently required to consider
- Creating funding flexibility and transit-oriented development incentives for non-federal partners, including state and local transportation agencies and private partners; and
- Developing comprehensive, performance-based safety regulations and standards for high-speed rail to reduce project costs and expedite development.

If the vision the bill lays out is realized, it would provide the country with a number of transportation improvements, including:

- Better connected economic megaregions along high-speed rail corridors to increase productivity and global competitiveness, with a return on investment that far outweighs the cost of capital investment
- A coordinated, national transportation strategy that creates competition and reduces strain on our highway and aviation networks as high-speed rail serves high-volume corridors up to 750 miles
- Clean, reliable, and safe transportation from city centers to city centers, with less time in security lines and waiting in terminals, fewer weather disruptions
- Building more walkable communities with economic development around train stations in city centers
- Connecting hot job markets to communities where it is more affordable to live

- Increased national security and exports through increased U.S. independence from imported fuels
- An America that is more competitive with China's use of high-speed rail in its Belt and Road Initiative
- The creation of new American industries, such as manufacturing and high-grade steel production, even in communities that are far from the proposed new transportation corridors

Moulton has emerged as a leading national advocate for high-speed and commuter rail since he arrived in Congress five years ago. He recently helped secure more than \$1 billion for rail transportation in the CARES Act, including \$492 million for Amtrak's Northeast Corridor.

He was one of the first elected officials in Massachusetts to [endorse the North South Rail Link](#), a plan that would connect commuter lines servicing Boston, increase their reliability and reduce traffic in [America's most gridlocked city](#). He also commissioned the Harvard Kennedy School to study transportation issues including North South Rail Link's [true cost](#) and the hidden amount that the state spends subsidizing its gridlocked roads. Harvard found [it costs Massachusetts residents \\$64 billion per year to sit in traffic](#), whether they own a car or not.

Prior to serving in Congress, Moulton worked as a project manager for a high-speed rail project that is likely to become the first viable high-speed option in the country.

Several leading experts and advocates for high-speed rail weighed in on the bill:

**Former Secretary of Transportation Ray LaHood said:** "We owe it to the next generation of Americans to build the next generation of transportation, and that's high-speed rail. If ever there were a moment for big ideas that force American transportation to evolve and put people to work, it's right now. This plan will do that."

**Karen Hedlund, who served in the Obama Administration as the Deputy Administrator of the U.S. Department of Transportation's Federal Railroad Administration, said:** "Seth Moulton's proposal represents an extraordinary vision for transportation in a post-COVID America. The funding would be at historic levels, but there are projects in the pipeline in every region of the country that could put this money to work - together with local and private investment - employing hundreds of thousands in remaking the American transportation system while reviving the economy."



**Andy Kunz, President and CEO of the U.S. High-Speed Rail Association said:** "We commend Congressman Moulton for his committed, visionary leadership on high-speed rail, and have been working with him for the past year providing guidance. high-speed rail has proven all over the world to be a smart, modern transportation mode delivering layers of benefits to the many nations that have it. Congressman Moulton's work and dedication to bringing high-speed rail to America is exemplary and speaks volumes as to his love of this great nation and his faith in our ability to create a bright, prosperous future for all Americans."

**Carlos Aguilar, CEO of Texas Central said:** "We at Texas Central look forward to bringing the very first high-speed rail system to the nation! We applaud Congressman Moulton's effort to advance high-speed rail for America by investing in the needed infrastructure and streamlining procedures."

**Brian Kelly, CEO of the California High-Speed Rail Authority said:** "Federal investment in clean, electrified, high-speed rail is right for the country's economic and environmental future. This transformative technology moves people between destinations in a fraction of the time it takes to drive or take conventional rail, while eliminating harmful pollution and providing well-paying construction jobs that support working women, men and their families. The future is about clean, high-speed rail, and the time to act is now."

**Marc Buncher, President and CEO Siemens Mobility North America said:** "As a Buy-America compliant rolling stock, rail infrastructure and electrification manufacturer in the United States for nearly four decades and with 2,000 suppliers across 40+ states, we are excited to support the vision laid out by Congressman Moulton. high-speed Rail would not only deliver a more sustainable and efficient transportation option for Americans, it would also create jobs and connect communities that have been disconnected from urban centers. HSR is the way of the world and I would love nothing more than to see this in the USA!"

**David Cameron, Assistant to the Director of the Rail Conference, International Brotherhood of the Teamsters said:** "Successful economies demand efficient and effective transportation systems. High-speed rail has proven effective worldwide. With more than 32 million Americans out of work, Rep. Moulton's proposal takes a dramatic step forward as an investment in our future transportation needs that will be at the same time, a massive jobs-creating engine helping revive and reinvigorate multiple sectors - steel production, manufacturing and our industrial base - with rippling economic benefits. During this time of crisis and massive job

loss, we need to think big again. Thinking small won't do it. Rep. Moulton's proposal is a huge step in the right direction."

**Rick Harnish, Executive Director of the high-speed Rail Alliance, said:** "Rep. Moulton's plan for high-speed rail arrives at just the right time—when we need a powerful, long-term economic stimulus and practical strategies for expanding opportunities. The economy, the environment and the future are on the line. This plan deserves our strong support."

**Nicole Brewin, Vice President for Government and Public Affairs of the Railway Supply Institute said:** "Federal leadership is critical to providing long term, predictable and sustainable funding for intercity passenger rail. This legislation would encourage railway suppliers to make investments in domestic manufacturing jobs across all 50 states and help support the thousands of people already employed throughout the passenger rail manufacturing sector, including essential maintenance, repair, and equipment refurbishment operations."

**Patrick Goddard, President of Brightline said:** "All over the world high-speed rail has proven to be a successful and modern form of transportation and now is the time to reimagine and reinvent passenger rail in America. Upgrading our nation's infrastructure and building high-speed trains can be a signature moment for this generation. It will not only create much needed infrastructure but also tens of thousands of jobs at a time we need them most."

**Jérôme Wallut, CEO and President of ALSTOM Transportation Inc. said:** "Alstom thanks Congressman Moulton for his leadership in advancing a long-term national vision for passenger rail investment in Massachusetts, the Northeast Corridor and across the country that can be the foundation for green mobility in the United States. Investment in passenger rail can be an economic engine for local communities. Buy America requirements ensure this investment is directed to passenger rail suppliers that are part of the domestic rail supply sector that employs over 125,000 people across all 50 states and pays an average wage 40% above the national average. Alstom proves that Buy America works. We are proud to deliver high-speed trains for the Northeast Corridor with 95% U.S. content using parts manufactured by nearly 250 suppliers in 27 states. More than 1,300 new jobs will be generated in nearly 90 communities across the United States to support production, including the creation of new, sustainable, high-tech, engineering and manufacturing jobs in New York."

**Jim Mathews, President and CEO of the Rail Passengers**

**Association said:** "Here, finally, is a plan for passenger rail in America that rivals the ambition of President Eisenhower's vision for highways in the 1950s. Congressman Moulton has put forth a blueprint for a national passenger rail network that stops the long, slow decline of our country's transportation infrastructure, bringing economic growth and opportunity outside of a handful of 'superstar cities' to the rest of America's cities and towns. For too long passengers have had to fight for scraps of funding on the periphery of the transportation policy debate; Moulton's national high-speed rail plan moves trains to the center of that debate with an ambition not seen in U.S. infrastructure in generations."

**Dr. Tracy Corley, Ph.D., Transit-Oriented Development****Fellow at Gateway Cities Innovation Institute at MassINC**

**said:** "Congressman Moulton's proposal for high-speed rail is a step in the right direction at the right time. Covid-19 is highlighting the glaring disparities in public health, economic opportunity, and transit access across our country. Small cities and rural towns are losing their hospitals, essential workers and small businesses are under constant threat, and not everyone has reliable car access to get to goods and services, including health care, that will help them weather the pandemic. Investing in infrastructure, transit-oriented development, and long-term service jobs through high-speed rail (as part of an Air-to-Rail-to-Bus/Subway network) provides a great opportunity to address public health and economic inequities as well as environmental goals. As a frequent flier and child of an airline employee, I know that I and the airlines would love to save the high costs of time and resources that come with short flights that can be better served by high-speed rail. And as a former German resident, I miss the speed and comfort of high-speed rail to visit loved ones a few hundred miles away. The US is nearly a century behind other countries in providing clean, reliable, equitable high-speed travel options, and we have the talent, tools, and existing rail networks to make high-speed rail happen through collaboration and true public-private partnership."

**Martin Ritter, CEO of Stadler US Inc. said:** "Stadler is encouraged by the increased focus on passenger rail projects in the US. At Stadler we are passionate about supporting the extension of rail networks to provide a reliable, safe and efficient addition to road and air travel. This is a major opportunity to connect cities and towns all over the US comfortably and sustainably."

**Jason G. White, Executive Officer - Americas of Hitachi Rail said:** "Hitachi has pioneered the technology behind many of

the world's first high-speed rail systems and vehicles, and continues to deliver innovative high-speed solutions around the globe. We believe in the safe, comfortable, reliable and environmentally-friendly options represented by high-speed rail. To Hitachi, new high-speed lines and services have the potential to transform U.S. infrastructure and, more importantly, materially aid the U.S. economy as it recovers in the post-COVID-19 era."

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## **Amtrak Service Cuts Will Cost Indiana \$18 Million Per Year**

Contact: [Sean Jeans-Gail](#), Vice President of Policy, Rail Passengers Association (RPA)

**Washington, DC—The Rail Passengers Association released new research showing that Amtrak's plan to reduce service on its long-distance routes—a vital transportation link to the 40 percent of the nation's small and rural communities that it serves—will cost Hoosiers \$18 million annually, driven by a loss of roughly 58 thousand passengers.**

Earlier this month, Rail Passenger testified before congress that Amtrak's impending cuts in service to America's Heartland will be devastating across at least 30 states, dropping "a \$2 billion bomb on "Flyover Country."

**Rail Passengers has done additional work to model the economic damage that could result in Indiana. Further analysis is needed, but our first pass suggests that Amtrak's 3x service plan would cost Indiana's economy \$17.6 million annually, driven by a loss of roughly 58,030 passengers. That includes \$7.1 million in direct losses (visitor spending, highway maintenance issues, car crashes and so forth) plus another \$10.5 million in indirect losses, which accounts for job losses and economic disruption in those sectors supported by this travel (lodging, travel, shopping, the effect of job losses on the tax base, etc.).**

Rail Passengers is asking Americans to contact their elected officials and demand that Congress provide financial relief for passenger rail and transit in the next round of coronavirus stimulus.

**"We've already seen airports and air service receive \$14 billion in this week's one-year extension of transportation law and airline CEOs are asking for another \$28 billion in stimulus, but nothing for rail," said Jim Mathews, Rail Passengers President & CEO. "Congress must provide**

Amtrak relief funds and include protections for passengers, Amtrak-served communities and Amtrak workers.”

For more details, see the full list of states Rail Passengers has analyzed and Mathews’ full testimony.

## Bullets from the Board

By: Steve Coxhead, President, Indiana Passenger Rail Alliance

Due to the ongoing pandemic, the Board of Directors of the Indiana Passenger Rail Alliance (IPRA) continues to meet monthly online via video conference. Online meetings facilitate collaboration and keep everyone safe during the present circumstances. We anticipate continuing in this fashion until pandemic ceases to be a problem.

The Board of Directors currently meet on the 4th Thursday of the month from 4:30 to 5:30 Eastern Time with exceptions\*\* being made as necessary. **All IPRA members and other interested parties are welcome to attend these meetings.** Anyone wishing to attend an IPRA Board meeting please let us know at [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org) so that we may provide you with instructions for joining the video meeting. Please watch your email for more details as each meeting’s date approaches.

The IPRA Board Meeting schedule for the year 2021 is from **5:00 to 6:30 pm Eastern Time (NEW TIME)** on these days::

- ⇒ January 28, 2021
- ⇒ February 25, 2021
- ⇒ March 25, 2021
- ⇒ April 22, 2021 (Earth Day)
- ⇒ May 27, 2021
- ⇒ June 24, 2021
- ⇒ July 22, 2021
- ⇒ August 26, 2021
- ⇒ September 23, 2021
- ⇒ October 28, 2021
- ⇒ November 18, 2021\*\*
- ⇒ December 23, 2021

Highlights from recent IPRA Board Meetings are as follows:

- ◆ IPRA was present with a “booth” at the annual [virtual] **Greening the Statehouse** event November 20 & 21, organized by our friends at the *Hoosier Environmental Council (HEC)*. The online resources included links to IPRA’s website, IPRA’s mission, NIPRA’s\* mission (thanks, Fred!) and to many good videos. Attendees could also add themselves to IPRA’s mail list (& to email notices for this newsletter).
  - ◆ The Board is actively working to leverage the IPRA membership in the [Indianapolis Chamber of Commerce](#) (a.k.a. **Indy Chamber**) to expand the reach of our message in the central Indiana business community. Please send us an e-mail if you would like to be involved in this effort.
  - ◆ INDOT is soliciting input as a preliminary to preparing the next **State Rail Plan** to be published later this year. Readers of this newsletter should have received instructions about how to submit comments as individuals. Both IPRA and NIPRA\* were invited to submit their input directly as interested organizations. Let us know if you need to know how to submit input to INDOT.
  - ◆ The joint NIPRA\*/IPRA initiative to establish an [Indiana Passenger Rail Commission](#) has now achieved a major milestone! This legislation is now officially **Senate Bill No. 9**, which will be introduced during the current 122nd General Assembly session. See [here](#) for news and visit the IPRA website at <https://indianahighspeedrail.org> (near bottom of page) to read a copy of the Bill.
  - ◆ IPRA continues to facilitate discussion of the Intercity [Passenger Rail Conceptual Infrastructure Plan](#) commissioned by INDOT. The conceptual plan discusses the concept of replacing the old Amtrak *Hoosier State* train with a state operated train linking Indianapolis and Dyer, Indiana. Connection with Chicago destinations would be made via a cross platform transfer to the South Shore West Lake extension terminus in Dyer. Two round trips, daily, with an operating speed of 79 mph are contemplated. Let us know if you would like a copy of the plan (as a PDF file).
- \* NIPRA - Northern Indiana Passenger Rail Association
- ◆ A subcommittee of the Board (Development) has been formed to address the expansion of our **membership**, as

well as the acquisition of significant corporation and/or foundation sponsorship.

- ◆ Work continues to modernize and update the IPRA [website](#). A date will soon be determined to activate a new IPRA website.

It is always useful to maintain the dialogue with your State Senator, State Representative and the Governor's Office concerning the importance of a modern 21st Century passenger rail network in the State of Indiana. Please let us know about your conversations with members of the Indiana General Assembly about improving passenger rail in Indiana by sending IPRA an email message to [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org).

As always, please don't forget to include the [Cardinal](#) and other Amtrak services in your travel plans. Heavy ridership is the most important weapon we have in the fight to improve passenger rail service in Indiana.

## Riding the Rails

By: Tod K Bassler Editor – All Aboard Indiana,  
Indiana Passenger Rail Alliance

**IPRA PRESIDENT STEVE COXHEAD'S INTERVIEW BY INDOT IS A MUST READ !** – On October 14, 2020, IPRA President Steve Coxhead was interviewed by the **Indiana Department of Transportation** for the Indiana **State Rail Plan**. The transcript of the interview can be found online on IPRA's website at: [https://www.indianahighspeedrail.org/docs/2020/INDOT-S\\_Coxhead\\_Interview-20201016.pdf](https://www.indianahighspeedrail.org/docs/2020/INDOT-S_Coxhead_Interview-20201016.pdf).

**LTC COLONEL PHIL STREBY'S RADIO INTERVIEW IS A MUST LISTEN !** – On December 14, 2020, IPRA Board Member (& Treasurer) Phil Streby was interviewed by the Talk of the Town host on **WSAL** (AM 1290/FM 94.9) Logansport, IN (ignore the misspelled last name!). Enjoy it at: <http://talkofthetownwsal.blogspot.com/2020/12/121420-phil-streben-with-rail-passenger.html> (Hint: Of course, Phil is really referring to the NORTH Shore Line!).

**AMTRAK DID WELL IN FY2021 BUDGET** – Did you know that **Craig Sanders** has an excellent [website](#) having the same "Amtrak in the Heartland" name as his fantastic 2006 book? This Amtrak budget article at <https://csanders429.wordpress.com/2020/12/23/amtrak-did-well-in-fy2021-budget> is an example of the very good content here. Have a look around! (This article thanks to **Craig Sanders** and

**L.S. Walters** for pointing me here)

**INDOT 2021 PLANNING PUBLIC INVOLVEMENT PLAN (PPIP)** – Have you ever wondered how you can get INDOT to listen to your passenger rail advocacy efforts? Public participation or involvement in transportation decision making in Indiana is spelled out here. The **public comment period is from December 9, 2020 to January 28, 2021**. Visit the Indiana Department of Transportation's (INDOT) website at <https://www.in.gov/indot/4103.htm> for PPIP resources. (This information thanks to **INDOT**)

**BIDEN TO NAME FORMER RIVAL BUTTEGIEG AS SECRETARY OF TRANSPORTATION** – While this article is already [good] old news, it's a worthwhile read since I think it has good "depth". It can be found online at: [https://www.washingtonpost.com/local/trafficandcommuting/biden-transportation-secretary/2020/12/15/cf1b7456-3a41-11eb-98c4-25dc9f4987e8\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/biden-transportation-secretary/2020/12/15/cf1b7456-3a41-11eb-98c4-25dc9f4987e8_story.html) (This article thanks to **Michael Laris, Ian Duncan & Seung Min Kim** at *The Washington Post*)

**BUTTIGIEG PICK FUELS FAST-TRAIN BACKERS** – Nominating former South Bend "Mayor Pete" as President-elect Joe Biden's Secretary of Transportation has put a major "shot" in the arm of improving passenger rail in the USA. Read this good article at: <https://www.journalgazette.net/news/local/20210106/buttigieg-pick-fuels-fast-train-backers> (This news thanks to **The [Fort Wayne] Journal Gazette**)

**2021 PASSENGER RAIL OUTLOOK** – Top executives and leaders of several U.S. transit & passenger rail agencies address how their organizations are planning for 2021. This easy read can be found at <https://tradepress.omecl.com/portal/wts/ucmcn%5E%5EcmOaq%7CTeeqM%7Cew%5E7Qj> (after entering your name & email address). (This Ebook courtesy of **Progressive Railroading** and **Julie Sneider** of **Harsco Rail**)

**CALIFORNIA HSR IS PEACHY** – The state's rail modernization project is looking up thanks to Georgia's election results. Read this [finally] encouraging article at: <https://sf.streetsblog.org/2021/01/06/california-hsr-prospects-look-peachy>. (This Jan 6, 2021 article thanks to **Streetsblog**)

**THE HOOSIER HEARTLAND TROLLEY COMPANY IS A GREAT INVESTMENT** – They're doing some great work restoring history... like **Electrify 429**. Please support the them at: <https://www.hoosiertrolley.org>.



**NEW BRIGHTLINE DETAILS INCLUDED IN \$950 MILLION BOND SALE** – Discussions continue with SunRail and Florida DOT on construction west of Orlando airport (MCO). Since the Las Vegas project has been postponed due to inability to sell bonds, investors have jumped on Florida! See this article online at: [https://trn.trains.com/news/news-wire/2021/01/08-new-brightline-details-included-in-\\$950-million-bond-sale](https://trn.trains.com/news/news-wire/2021/01/08-new-brightline-details-included-in-$950-million-bond-sale) (This article thanks to *Trains Magazine*)

**AMTRAK ADJUSTMENT AT THE TOP ... STEPHEN GARDNER** – While Bill Flynn remains CEO, Mr. Gardner is Amtrak President as of December 1, 2020. See online at: <https://media.amtrak.com/2020/11/stephen-gardner-named-amtrak-president-as-part-of-new-leadership-structure>.

**FRA PROPOSES CHANGES TO PTC PROCEDURE FOR MODIFICATIONS, RAILROAD REPORTING** – Rule would streamline process for modifications and increase requirement for railroad reports on PTC failures. Process improvement is very good! See this article online at: <https://trn.trains.com/news/news-wire/2020/12/30-fra-proposes-changes-to-ptc-procedure-for-modifications-railroad-reporting> (This article thanks to *Trains Magazine*)

**AIR FORCE ONE TO AMTRAK ONE: JOE BIDEN CAN ACCELERATE ECONOMIC RECOVERY BY RENEWING AMERICA'S RAILS** – An "Amtrak One"... why not? There is a long history of previous Presidents of our Country using passenger trains to do their job. Read this uplifting article online at: <https://www.inquirer.com/opinion/commentary/biden-trains-rail-transportation-pandemic-economic-recovery-20201214.html> (This article thanks to *Stewart Mader* for *The Philadelphia Enquirer* and *Darryl Young* on *Twitter*)

**TRANSIT PARITY & RANDALL O'TOOLE'S POSITION** – In December 2015 President Barack Obama signed a federal budget bill into law which included "transit parity". Starting in the [tax] year 2015, transit parity allows employers to provide employees a monthly transit benefit equivalent to an automobile parking benefit. It is good to know both sides so you can fight for what you think is right. Find these articles online at <https://www.cato.org/blog/another-bad-idea-transit-parity> and <https://www.burnhambenefits.com/news/2016/Transit-Parity-Becomes-Law>. (This information provided by *Burnham Benefits* and *Randall O'Toole* of the *Cato Institute*)

**THE INTERSTATE SYSTEM: SIZE OF THE JOB** – This list of very interesting facts about our Country's Interstate Highway System (last updated June 27, 2017) has been compiled by

the **Federal Highway Administration**. The immense scope of this project is quite clear here! Read this article on line at: <https://www.fhwa.dot.gov/infrastructure/50size.cfm>. (This article courtesy of the **U.S Department of Transportation Federal Highway Administration**)

**THE MOST RECENT ISSUE OF THE PASSENGERS VOICE NEWSLETTER FROM THE RAIL PASSENGERS ASSOCIATION IS AVAILABLE** – The December 2020 issue of the RPA's **PASSENGERS Voice** Newsletter is available online for a short time at: [https://www.railpassengers.org/site/assets/files/1019/december\\_2020\\_-\\_final.pdf](https://www.railpassengers.org/site/assets/files/1019/december_2020_-_final.pdf). **Join the RPA today** and you'll have access to **all issues** of this very good newsletter as well as many benefits! Also the weekly **Rail Passengers Hotline** can be found online at: <https://www.railpassengers.org/happening-now/news/hotline>.

**JUST RETIRED CONGRESSMAN VISCLOSKY PROMOTES SOUTH SHORE WEST LAKE EXTENSION** – You have to watch this almost 5-minute video featuring Indiana's recently retired U.S. Congressman **Pete Visclosky** promoting the *South Shore Line's* extension from Hammond to Dyer. Basically, you can get other work done while on the train but not while driving. View this video online on YouTube at: <https://youtu.be/4HTi-ouGRYQ>.

## Discounts

**Amtrak** - The Rail Passengers Association (RPA) members **save 10%** online at **www.amtrak.com** if booked three or more days in advance. Select the **[Rail Passengers Association]** discount on Amtrak's website.

**Rail Passengers Association (RPA)** (a.k.a. **NARP**) members have a benefit... **MemberDeals**. Current RPA members will find details on RPA's website. **If you're not an RPA member, this is a great time to join!**

**STUDENTS CAN SAVE ON AMTRAK MIDWEST TRAVEL** – If you're a traveling student, please go online to <https://media.amtrak.com/2018/05/students-can-save-amtrak-midwest-travel/> and learn how you can save money travelling on Amtrak! The *Hoosier State* is no longer in service but all other Amtrak Midwest trains are available.

**YOUR KIDS GET A 50% DISCOUNT WHEN TRAVELING WITH YOU** – Please go online to <https://www.amtrak.com/children-discounts> and learn how you can save money when travelling with your children on Amtrak!

**Crowne Plaza Union Station** in **Indianapolis**: When booking online and selecting Corporate ID = **6972**, you will receive the Amtrak rate of **18% off Best Flexible rate** for these 4 room types: Standard, Superior / Train Car, Executive King and Suite. You can also call the hotel directly at 317-631-2221 and ask for the **Amtrak rate**.

## For More Information

**All Aboard Indiana** is a quarterly publication of the **Indiana Passenger Rail Alliance (IPRA)**, formerly the Indiana High Speed Rail Association (INHSR).

To learn more about IPRA, please visit on our website:

<https://indianahighspeedrail.org>

...or contact us at our mailing address:

Indiana Passenger Rail Alliance  
125 West South Street, # 662  
Indianapolis, IN 46206-0662

...or at email address: [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)

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The **Indiana Passenger Rail Alliance (IPRA)** is a proud member of the [Indianapolis Chamber of Commerce](#) (a.k.a. **Indy Chamber**). Our membership allows us to collaborate with other businesses in Indiana to promote implementing 21st Century Passenger Rail in Indiana.



## Indiana Passenger Rail Alliance

The Indiana Passenger Rail Alliance is a not for profit organization of concerned citizens, working to bring modern, 21<sup>st</sup> Century passenger rail systems to Indiana. We believe such systems are one of the keys to Indiana's economic success in the new century.

### Goals for Indiana:

- Improve the Chicago-Indianapolis-Louisville-Cincinnati corridor (The Hoosier State)
- Build the Chicago-Fort Wayne corridor
- Expand the NW Indiana South Shore commuter system
- Develop light rail commuter systems for Central Indiana

Modern transit systems are demanded by the work force now coming of age, and expected by 21<sup>st</sup> Century businesses considering locations for expansion.



**Want more information?**


Contact us at: [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)

## IPRA Membership Form

Membership can be purchased online at:

<https://indianahighspeedrail.org/join.html>

You are also welcome to print and mail the following form:

 <p><b>Indiana Passenger Rail Alliance</b></p> <p>A one-year membership in the <b>Indiana Passenger Rail Alliance</b> is only <b>\$15</b> (Student/Senior 65+) or <b>\$25</b> (Member)</p> <p>Join or renew at <a href="http://www.indianahighspeedrail.org/join.html">http://www.indianahighspeedrail.org/join.html</a></p> <p>Please mail check to: <b>Indiana Passenger Rail Alliance</b>, 125 West South Street, Unit 662, Indianapolis, Indiana 46206-0662</p>	<p>Name: _____</p> <p>Address: _____</p> <p>City: _____</p> <p>State: _____</p> <p>Zip Code: _____</p> <p>E-mail: _____</p>
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