

The Amtrak 2021 Corridor Vision is Hot off the Press!



Amtrak's Vision for Improving Transportation Across America

On May 27, 2021 Amtrak published their 76-page [Amtrak Corridor Vision](#). Amtrak looks to create billions of dollars of economic growth across the country and thousands of good paying jobs. Also ensure that you read their **May 26, 2021 letter to Congress**. You must read the exciting article online at: <https://media.amtrak.com/2021/05/amtrak-seeks-to-bring-more-rail-service-to-more-communities/>.

(This article thanks to **Jason Abrams**, Amtrak Media Relations)

The photo displayed on this page, along with a lot more great information, can be found in the **Amtrak Corridor Vision**. Always remember to credit Amtrak when you use their information during your discussions with [State and Federal] decision makers.

You will also find a lot more very useful information about

Amtrak Connects US at the **Amtrak Media Center** at <https://media.amtrak.com/amtrak-connects-us>.

Amtrak's 15 Year Vision

- ✓ Add service to 160 new communities, large and small, while retaining the existing Amtrak network serving over 525 locations.
- ✓ Provide intercity passenger rail service to the 50 largest metropolitan areas (by population).
- ✓ Serve 47 of the 48 contiguous states, expanding corridor passenger rail service in 20 states and bringing new corridor passenger rail service to 16 states.
- ✓ Add 39 new routes, and enhance 25 routes.
- ✓ Introduce new stations in over half of U.S. states.
- ✓ Expand or improve rail service for 20 million more riders annually—which would double the amount that the state-supported routes carried in fiscal year (FY) 2019.*
- ✓ Provide \$800 million in total Amtrak revenue growth versus FY 2019.

*Amtrak's fiscal year runs from September through October.



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***What Do We Want?* – An Editorial by the President (of IPRA)**

By: [Steve Coxhead](#), President, Indiana Passenger Rail Alliance (IPRA)

I thought this would be a good time to say a word about IPRA's long game goals. We do a lot of things in the short term, for tactical reasons, but what is the big strategic picture? What is the prize that we should keep our eye on?

Our focus is, of course, Indiana. We want Indiana to have the benefit of a modern, 21st Century, passenger rail system. We assume the existence of a connecting national system, but leave it to others (and there are many) to do the heavy lifting of supporting the national system, as such. There is some overlap, as when Federal legislation is in play, which could supply funding for Indiana projects, as well as benefiting the national system.

Currently, the national system is supplied by Amtrak. We believe that while Amtrak could be a provider of passenger rail within Indiana, that it is not the only plausible option. Other carriers could conceivably supply service. We'll accept what works.

We do want INDOT to take the lead in doing the planning for passenger rail within the state, and in seeking the Federal funding that would be an essential component of any substantive development (as is done by the DOT in some other states). Our recent initiative for a state passenger rail commission is part of the effort to nudge INDOT in that direction. We will continue to reach out to INDOT and other planning organizations to this effect.

Some progress has been made in this regard. There exists an [engineering study](#), commissioned by INDOT, which details the improvements that would have to be made to the Indianapolis-Chicago corridor to support additional frequencies and higher operating speeds. Each component is costed out, and the total cost is reasonable, compared to what Indiana has traditionally spent on major infrastructure projects. Plans such as this would form the basis for Federal funding requests, when project funding becomes available.

Restoring the *Hoosier State* service would be good, but it is not the ultimate goal. The service provided by Amtrak was

second rate, and the schedule and frequencies were a recipe for failure. What we want is at least five daily round trips operating at 100 mph, with on time performance in excess of 90%. And the corridor needs to have two legs: Chicago-Indianapolis-Cincinnati, and Chicago-Indianapolis-Louisville. Travel time Chicago-Indianapolis would be 2.5 hours. All equipment would be state of the art.

A seven day *Cardinal* (provided by Amtrak) would help, but is not an end in itself. The schedule is unhelpful, and a train originating in New York City cannot be expected to maintain a high level of on time performance across Indiana. At best, it would be a supplement to Indiana regional service.

Similarly, the goal of a corridor across northern Indiana from Chicago to Fort Wayne, and on to Ohio (Lima & Columbus), with five daily round trips operating at 100 mph, with on time performance in excess of 90% is equally important, and should receive energetic support from our state government.

There are many other useful projects that could be mentioned (Indianapolis commuter rail, Fort Wayne to Indianapolis, Evansville to Indianapolis, etc.), but the Hoosier State corridor and the northern Indiana corridor are, I believe, the most readily attainable, and would provide the state with a good foundation for further development.

To those who would complain that passenger rail service provided by Amtrak was too slow and too unreliable, and lacked modern conveniences, we should agree, and forcefully make the point that the state needs, and deserves, modern state of the art service, and not stripped down, second rate service, as has been provided in the past.

To those who would complain that state support of passenger rail service has been too expensive, we should reply that multiple frequencies generate enough fare box revenue to cover operating expenses. One train per day does not, and cannot, generate enough fare box revenue. We must go large and insist on multiple frequencies. Initial capital costs can be justified when spread over multiple frequencies, not over one train per day.

So, this is what we want. We need to aggressively push this vision of the future, and not go in circles making

excuses for the poor service levels and undesirable economics of the past.

As always, please let us know what you think by messaging to info@indianahighspeedrail.org!

PRIIA Section 209 Reform

Editor's Note: This article has three parts. The first, published by the *Midwest Interstate Passenger Rail Commission (MIRPC)*, takes a comprehensive look at how MIRPC wants our nation's passenger rail system to run. The second part, also published by *MIRPC*, requests that Congress include PRIIA Section 209 reform in the federal transportation reauthorization bill. In the third part, passenger rail expert **Fritz Plous** responds to the second part. This Editor agrees with Fritz since France did the same thing years ago regarding infrastructure where the government provided everything below the rails and business provided everything above the rails.

(1) The *Midwest Interstate Passenger Rail Commission (MIRPC)*, takes a comprehensive look at how MIRPC wants our nation's passenger rail system to run. This **June 3, 2021** very to-the-point message can be found online at: <https://miprc.org/News/miprc-lets-take-a-comprehensive-look-at-how-we-want-our-nations-passenger-rail-system-to-run>.

(This article thanks to **Jon Davis** at *MIRPC*)

(2) The *MIRPC* requests that Congress include PRIIA Section 209 reform in the federal transportation reauthorization bill. See online at <https://miprc.org/News/miprc-asks-congress-to-include-priia-sec-209-reform-in-final-federal-transportation-reauthorization-bill> where *MIRPC* summarizes the letter they sent on **July 23, 2021** to Midwestern members of Congress.

(This article thanks to **Jon Davis** at *MIRPC*)

(3) **Frederick Plous**, Passenger Rail Expert, responds to the **July 23, 2021** request.

MIRPC brings up some good points about the NEC-imposed injustice of forcing states to fund all routes less than 750 miles. But the proposed solution leads back to the problem: too much Amtrak. MIRPC assumes that no matter who finances additional routes or frequencies, the trains will be operated by Amtrak, even though the idea of a single government-owned monopoly train operator in a country as large and varied as the U.S. is absurd. We have

no federal airline, truck line or bus company. Why, exactly, do we have a federal passenger-train monopoly?

The proper, and historic role of government in U.S. transportation is infrastructure, not carriage. Government is what got us our highways, airports and a uniform system of air-traffic control. But government does not furnish us with our cars, motorcoach carriers or airlines. Carriage--including carriages--is supplied by actors from the private sector.

So it should be with passenger trains. It's time for other states to adopt the "Virginia Model" and buy up surplus space along key railroad alignments so state and federal governments can build a second track just for passenger trains. And while Virginia perforce must admit Amtrak trains because its state-owned line will connect with Amtrak's Northeast Corridor, other states are not as vulnerable to Amtrak manipulation and will be able to hire their own operators to run the trains they sponsor. Rather than running interference for Amtrak, organizations like MIRPC should be assisting states in buying up alignments needed for passenger service and helping them find qualified operators to compete at supplying and running trains over the new track.

MIRPC is correct that PRIIA's 750-mile rule essentially is unfair to states and to prospective passengers waiting for service on potential multi-state routes, but the solution involves forcing the states to swallow more of the same poison from a different bottle. Wouldn't it be better if Congress were to provide states with matching funds to buy their own pieces of key rail alignments and then let them hire their own operating contractors? A 46-state federal operating monopoly has not been terribly successful.

Amtrak Funding

By: **Phillip Streby**, IPRA Board Member

It has come to my attention that the following four Republican members of Congress are proposing cuts to funding for Amtrak:

- 1) **Hagerty #893** – Strikes all Amtrak funding
- 2) **Johnson #1102** – Cuts Northeast Corridor funding from \$970,388,160 to \$742,500,500
- 3) **Johnson #1003** – Cuts National Network funding from \$729,611,840 to \$607,500,000

4) Lee #1132 – Strikes all Amtrak funding

I believe that the Republican Party needs to see and understand that passenger rail like other, but more fully supported, forms of transportation is a source of economic growth for the cities and towns as well as states and regions where it is available.

Unlike other current forms of federally funded transportation, passenger rail has NOT had the full support of this country. For reasons too numerous to list here, the railroad, notably [Amtrak](#), has suffered decades of underfunding which has stifled its ability to grow into the service this country needs and deserves. Cutting its funding, as is suggested by these members of Congress, will only cause more harm to this needed and more civilized form of transportation. Serious consideration should be given to increased funding on a dedicated and continuous level to allow for improved planning for passenger rail in the US. Additionally, Congress should create within the USDOT an office that promotes passenger rail as is done for highways and aviation.

Congress should establish a new Passenger Rail Infrastructure Development Administration at USDOT with its own box on the organization chart giving it parity with FHWA and FAA with direct access to the Secretary. If this country is going to build a modern passenger-rail infrastructure it should establish and use the same instrumentality as those it used to build the highway and airways systems. Anything less would suggest a lesser commitment to passenger-rail development, which has suffered enough from its inferior status. We need a firm signal from the Administration that it intends to develop and support passenger rail to the same extent it has developed and supported highways, airports, and air-traffic control. Nothing else will enable passenger rail to develop to its full potential and relieve the excessive burden now being shouldered by the other two systems.

As with highways and civil aviation, only a national rail infrastructure program planned and financed by the federal government will provide the foundation for high-performance travel. We will never get a proper 48-state passenger rail system as long as 24 states have to ask the other 24 states for a favor. This was a result of the Passenger Railroad Investment and Improvement Act (PRIIA), which shifted responsibility for new passenger rail routes/trains from the federal government to the states. Imagine, if you will, how the interstate highway system or civil aviation would have fared if the individual states had been solely responsible for

planning, instituting, and funding those programs.

The fundamental justification for rail lies in its original *raison d'etre*... great transportation, which is fast, safe, comfortable and easy to use. Wherever it's been built up and fully funded as in the case for high-speed rail... China, Japan, Spain, Korea, Germany, Italy, France, Saudi Arabia, Turkey, Morocco, and Russia, people flock to it because it meets their needs better than driving or flying. The same applies to the night trains currently enjoying a revival across Europe. They're fast, smooth, comfortable, safe, private, and essentially cost the traveler no time because every traveler has to sleep somewhere, sometime, so why not while traveling overnight?

Fast, frequent and comfortable passenger trains (especially the kind that connect with other trains at each end) have lots of environmental and economic benefits, but nothing that equates to their "front" effect, which is *practicality*, and governments rarely go wrong when they invest in practical solutions. It is time to make that investment in passenger rail.

Bullets from the Board

By: [Steve Coxhead](#), President, Indiana Passenger Rail Alliance (IPRA)

The Board of Directors of the Indiana Passenger Rail Alliance (IPRA) continue to meet monthly online via video conference. Online meetings, while limiting interaction, allow us to meet more often thus facilitating collaboration while eliminating the need for travel. We anticipate continuing our Board meetings online for the foreseeable future.

[All IPRA members are welcome to attend IPRA Board meetings.](#) If you wish to attend an IPRA Board meeting please let us know at info@indianahighspeedrail.org so that we may provide you with instructions for joining the video meeting. Both telephone and video (via computer and smart phone) options are available. Please watch your email for more details as each meeting's date approaches.

The Board of Directors currently meet on the **4th Thursday of the month from 5:00 to 6:30 pm Eastern Time** with exceptions** being made as necessary.

The IPRA Board Meeting schedule for the **year 2021** is from

5:00 to 6:30 pm Eastern 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 16, 2021****

Highlights from recent IPRA Board Meetings are as follows:

- ◆ The joint **NIPRA*/IPRA** initiative to establish an **Indiana Passenger Rail Commission** continues. Discussions are continuing with members of the **Indiana General Assembly** (Senators **Kruse & Buchanan**, Representative **Negele**), as well as **Indiana Department of Transportation (INDOT)** staff (including Commissioner **McGuinness**), in an attempt to address the issues raised by **INDOT** regarding the original draft legislation. This draft did not receive a committee hearing and thus was not presented to the **General Assembly**. Hopefully this process will result in a revised bill being submitted during the next session of the **General Assembly** with a reasonable chance of passing. Visit the IPRA website at <https://indianahighspeedrail.org> (near bottom of page) to read a copy of his bill, which will be updated when the modified version is available to IPRA.
- * **NIPRA** - Northern Indiana Passenger Rail Association
- ◆ During the discussions regarding the **Indiana Passenger Rail Commission**, it was noted that the Governor's private sector appointment to the **Midwest Interstate Passenger Rail Commission (MIPRC)** has been vacant for quite some time. There is now some movement in an effort to have the appointment filled. IPRA has often attended MIPRC meetings as an observer.
- ◆ Registration of IPRA with the Indiana Secretary of State as a not for profit Indiana corporation has been renewed
- ◆ Several IPRA members attended a virtual town hall meeting with **US Senator Steve Braun** (R-Indiana), and

staff members on June 8, 2021. The meeting was cordial and productive. We believe we were successful in raising awareness of the passenger rail issue with the Senator.

- ◆ Both IPRA & NIPRA continue efforts to coordinate their efforts to encourage the development of modern passenger rail systems in Indiana. Our goal is to have Hoosier advocacy organizations speak with one voice to both the media and state government.
- ◆ Both IPRA & NIPRA have agreed to join a newly forming organization, the **Lakeshore Corridor Initiative**. The purpose of the new organization is to promote the improvement of rail passenger service in the Chicago-New York corridor. This organization would be an umbrella entity, consisting of advocacy groups from the various states lying between Chicago and New York City. The success of this project would benefit both the Northern Indiana Project and provide improved passenger service to several northern Indiana communities.
- ◆ The Board continues to work 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.
- ◆ A **Development subcommittee** of the IPRA Board is working to grow our **membership** as well as the acquisition of corporation and/or foundation **sponsorship**
- ◆ The **IPRA YouTube website** at <https://www.youtube.com/channel/UCHWW1gdr4crTXrSq2OKOPOA> has been updated and we're welcoming any good videos that you may have
- ◆ Work continues to modernize and update the IPRA website at <https://www.indianahighspeedrail.org>
- ◆ Questions or comments regarding any of the above items may be sent to us at info@indianahighspeedrail.org

Even though we are between sessions of the **Indiana General Assembly**, it is always useful to maintain a 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.

Dialogue with your Indiana government contacts could usefully include:

- **Support for completion of the current work on the Northwest Indiana *South Shore Line* commuter system (NICTD), including the new line to Dyer, and double tracking east of Gary**
- Expansion of the Northwest Indiana *South Shore Line* commuter system (NICTD) further south to Lowell and southeast to Valparaiso
- **Restart of an improved and expanded *Hoosier State* service (Indianapolis <-> Dyer corridor)**
- Pursuit of Federal funding for the northern Indiana project (Chicago <-> Fort Wayne <-> Lima, OH)
- **Commuter rail for the Indianapolis metropolitan area**
- Extension of passenger rail to southern Indiana (Jeffersonville, Terre Haute, Evansville)

Please share with us your conversations with members of the *Indiana General Assembly* about improving passenger rail in Indiana by sending IPRA an email message at 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 RECOMMENDS THAT YOU ATTEND THE MICHIGAN RAIL CONFERENCE IN AUGUST – This VIRTUAL conference is Tuesday & Wednesday **AUGUST 10th & 11th** from 9:00 AM to 1:00 PM each day. Please go online to <http://www.rail.mtu.edu/MRC2021> and register!

AMTRAK'S 50th ANNIVERSARY IS HERE – Amtrak is celebrating their 50th Anniversary this year! For great Amtrak history (which also should tempt you to immediately book your next train trip), see the 50th Anniversary website online at: <https://www.amtrak.com/50th-anniversary>.

AMTRAK MAKES MAJOR CUSTOMER EXPERIENCE INVESTMENTS IN COMFORT AND MODERNIZATION – Amtrak has refreshed railcar interiors, improved soft goods and restored traditional dining on its long distance trains!

Read this **much welcomed** article online at: <https://media.amtrak.com/2021/06/amtrak-makes-major-customer-experience-investments-in-comfort-and-modernization-on-national-network-routes/>. (This news thanks to Marc Magliari, Amtrak Media Relations)

LEARN ABOUT THE LAKESHORE RAIL ALLIANCE – It's time for more passenger trains between Chicago and New York City! Please go to this initiative's website at <https://www.lakeshoretrain.org/> and lend your support! (This website thanks to the *High Speed Rail Alliance*)

OPERATION LIFESAVER, INC. AWARDS OVER \$245,000 FOR RAIL SAFETY PUBLIC AWARENESS CAMPAIGNS IN 16 STATES – Read this informative May 25th article about a very important topic...**SAFETY!** Details about what Indiana is doing is included in the list of 16 States. Find the article online on the Operation Lifesaver website at: <https://oli.org/about-us/news/operation-lifesaver-inc-awards-over-245000-rail-safety-public-awareness-campaigns-16>.

HOW TO FIX AMERICA... LEARN ABOUT SOME POTENTIALLY TRANSFORMATIVE INFRASTRUCTURE PROJECTS – Learn about **10 current projects** including the Bus Rapid Transit (BRT) work in Indianapolis! Read this online [here](#). (This great article thanks to *Bloomberg CityLab*)

WATCH THE LATEST NEWS ON THE SOUTH SHORE LINE PROJECTS – This good video and accompanying article has been recently updated on July 21, 2021. See this online [here](#). (Thanks again to Andrew Steele at the *Northwest Indiana Times*)

MANCHIN SEEKING AMTRAK CARDINAL DAILY SERVICE STUDY – Senator Joe Manchin D-W.Va. Has secured language in the pending federal **Surface Transportation Investment Act** regarding this topic. Read this **June 22, 2021** article online at: https://www.herald-dispatch.com/news/manchin-seeking-new-study-on-restoring-cardinal-s-daily-service/article_8d24c949-c6c7-5f60-8626-b2eac30abcf1.html. (Thanks to James E Casto at *The* (Huntington, WV) *Herald-Dispatch*)

FACT SHEET: U.S. DEPARTMENT OF TRANSPORTATION DETAILS THE AMERICAN RESCUE PLAN'S BENEFITS FOR TRANSPORTATION – The American Rescue Plan of 2021 (ARP) includes \$43.2 billion in resources to ensure that our transportation system keeps running. This **March 17, 2021** quick read is online at: <https://www.transportation.gov/briefing-room/fact-sheet-us-department-transportation-details-american-rescue-plans-benefits>. (This article thanks

to the *U.S. Department of Transportation*)

PARIS BY TRAIN IS A VERY USEFUL WEBSITE – The next time you travel to Paris, France, ensure that you use their website at: <https://parisbytrain.com/>. Don't try to use the crowded roads! Remember, there is a TGV & RER train station smack dab in the middle of **Disneyland Paris** (in Marne-la-Vallee)!

WHY THE DUTCH WAIT LESS FOR TRAFFIC LIGHTS – This amazing (to this Engineer!) 10-minute video highlights how traffic light control systems CAN be programmed to give ALL modes of transportation the priority they need based on actual street activity. You'll be amazed by this short documentar online at: <https://www.youtube.com/watch?v=knbVWXzL4-4>. (Thanks to (& subscribe to) **Not Just Bikes** on *YouTube*)

REIVIGORATE NORTH AMERICA TRANSPORTATION PARTNERSHIP – It was announced on **February 25, 2021** that U.S. Transportation Secretary **Pete Buttigieg** and Transport Canada Minister **Omar Alghabra** have teamed up "to fight climate change and limit the environmental impacts" from the countries' transportation networks. Read this optimistic article online at: <https://www.railwayage.com/regulatory/buttigieg-alghabra-commit-to-reinvigorate-u-s-canada-transportation-partnership/>. (Thanks to **Marybeth Luczak**, Executive Editor at *Railway Age* magazine)

GULF COAST AMTRAK SERVICE RESUMING IN 2022 – The New Orleans to Mobile passenger rail service will finally be returning after Hurricane Katrina in August 2005 (over 16 years ago). What took so long?!? Read this good **February 23, 2022** article featuring Amtrak Spokesman **Marc Magliari** online at: <https://www.al.com/news/2021/02/amtrak-official-gulf-coast-service-starting-in-2022.html>. (Thanks to **John Sharp** at *Advance Local*)

VIRGINIA RAIL ANNOUNCEMENT HIGHLIGHTS THAT, WHEN PRIORITIZED, ANY STATE CAN IMPROVE THEIR RAIL INFRASTRUCTURE – This 50-minute video (also referred to in the last issue of AAI) brings together Virginia Governor Northam, Secretary Pete Buttigieg and many others on **March 30, 2021** in the (active!) Alexandria, VA Amtrak station to promote passenger rail improvements in Virginia. Log on to Facebook and view this worthwhile video at <https://www.facebook.com/GovernorVA/videos/312762510301369/>. I can't stress enough that the message in this video should be taken to our Indiana government folks (both State & Federal) asking for their

ACTIVE support!

MORE PROGRESS FOR PASSENGER RAIL IN VIRGINIA – The honorable **Amit Bose**, Acting Administrator, *Federal Railroad Administration (FRA)* speaks at another very good Virtual Town Hall. This 54-minute video (published **June 15, 2021**) can be found online at: <https://www.youtube.com/watch?v=UglumiVsTHg>. (This news thanks to *Virginians for High Speed Rail*).

EVEN MORE PROGRESS FOR PASSENGER RAIL IN VIRGINIA – Virginia is a rising leader in passenger rail. Read this excellent **June 15, 2021** article online at: <https://www.washingtonpost.com/transportation/2021/06/15/virginia-amtrak-passenger-rail/>. (this article thanks to **Luz Lazo** at *The Washington Post*)

NO NEED TO REMIND YOU ABOUT HOW BAD TRAFFIC IS THESE DAYS – A picture is worth a thousand words...



especially this usual view here in Atlanta, GA. (Photo thanks to **Don Yehle**, *Carolinas Association for Passenger Trains (CAPT)*)

U.S. DEPARTMENT OF TRANSPORTATION ADMINISTRATIONS – Have you wondered how the U.S. Department of Transportation (DOT) is structured? Wonder no more because this website clearly lists all U.S. DOT Administrations websites with accompanying descriptions: <https://www.transportation.gov/administrations>. (This useful information thanks to the *U.S. Department of Transportation*)

THE NEXT RAIL USERS' NETWORK (RUN) MINI-CONFERENCE IS IN OCTOBER – Don't forget to block off your calendar on Friday afternoon **October 15, 2021** for the next RUN virtual mini-conference. Stay tuned for more details to come! You can see minutes from past RUN conferences online at: <https://www.railusers.net/annual-conference/>.

THE HOOSIER ENVIRONMENTAL COUNCIL (HEC) WORKS TO PROTECT INDIANA – Please sign up for the HEC newsletter and [support](#) their great work! Also, go to <https://www.hecweb.org/bill-watch-2021> to see the status of all environment & sustainable related bills the **2021 Indiana General Assembly** have been voting on along with HEC's recommended support of these bills.

THE RAIL PASSENGERS ASSOCIATION (RPA) NEWSLETTER ARCHIVE IS AVAILABLE ONLINE FOR RPA MEMBERS – All RPA newsletters (back to 1969!) are available at: <https://www.railpassengers.org/log-on/member-actions/rpa-newsletter-archives/>. If you wish to have access to this archive as well as many other benefits, please **join RPA today!** Members can also access the weekly **Rail Passengers Hotline** at: <https://www.railpassengers.org/happening-now/news/hotline>.

Passenger Rail Websites

Please find listed here websites in the USA associated with passenger rail that you will find useful in your efforts to promote improving our Country's passenger rail. This list is by no means complete but it is accurate as of the date of this newsletter.

- 1) [Indiana Passenger Rail Alliance \(IPRA\)](#)
 - 2) [Northern Indiana Passenger Rail Association \(NIPRA\)](#)
 - 3) [Northern Indiana Commuter Transportation District \(NICTD\) \(South Shore Line\)](#)
 - 4) [National Railroad Passenger Corporation \(Amtrak\)](#)
 - 5) [High Speed Rail Alliance \(HSRA\)](#)
 - 6) [Lakeshore Rail Alliance](#)
 - 7) [Midwest Interstate Passenger Rail Commission \(MIPRC\)](#)
 - 8) [Rail Passengers Association \(RPA\)](#)
 - 9) [Rail Users' Network \(RUN\)](#)
 - 10) [Brightline \(Florida\)](#)
 - 11) [Texas Central](#)
 - 12) [California High Speed Rail Authority](#)
 - 13) [Sonoma Marin Area Rail Transit \(SMART\) \(California\)](#)
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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 traveling 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

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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, 21st 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 21st Century businesses considering locations for expansion.



Want more information?
Contact us at: 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>A one-year membership in the Indiana Passenger Rail Alliance is only \$15 (Student/Senior 65+) or \$25 (Member)</p> <p>Join or renew at http://www.indianahighspeedrail.org/join.html</p> <p>Please mail check to: Indiana Passenger Rail Alliance, 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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