

ALL ABOARD

INDIANA

The Official Newsletter of the

Indiana Passenger Rail Alliance

Volume 6, Number 3

March 2019

The *Hoosier State* Passenger Train After July...



The Indiana Budget has moved from the House

to the Senate **without** the \$3 million in funds for the *Hoosier State*. While the support for regional passenger rail in Indiana remains

lukewarm at best, **you** can continue to make yourselves heard by contacting your **Senator** immediately and request that he or she support State funding of the *Hoosier State*. **If you have not already done so, please contact your Indiana Senator now!** If you don't live in Indiana but know someone who does, please ask them to help.

You have at least two options to let your Indiana **Senator** know what you want:

- 1) Go to the **Midwest High Speed Rail Association** website at <https://www.midwesthsr.org/hoosier-state-action-alert-january-2019>, enter your home address, modify the customizable letter and select [Send the Emails!]. When you enter your home address, the email addresses of Governor Holcomb, **your** Indiana **Senator** and **your** Indiana **State Representative** are automatically selected. You can send your customized letter in a matter of minutes!
- 2) Write a letter to Governor Holcomb, **your** Indiana **Senator** and **your** Indiana **State Representative** asking them to support restoring funding from the State of Indiana for the *Hoosier State*. See below for a sample letter.

IPRA recommends that you send your message as soon as possible. Using option (1) with customization from the letter referenced in option (2) is a wise choice.

Example Letter to your Indiana **Senator**:

Date

The Honorable { _____ }
Indiana State Senate
200 W Washington Street
Indianapolis, IN 46204



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IPRA Membership Form
The cost has dropped!

Dear Senator {_____},

I am urging you to support restoring State funding for the **Hoosier State** passenger train service between **Indianapolis, Crawfordsville, Lafayette, Rensselaer, Dyer** and **Chicago** (3rd largest metro area in USA). Governor Holcomb's proposed budget eliminates the \$3 Million State funding for this service. An additional \$500,000 is provided by some communities on the route.

Why should this funding be maintained or preferably increased?

- ◆ We would risk losing regional passenger rail service in Indiana for 4 days of each week since the **Cardinal** train provides once per day service the other 3 days. This would come at a time when **younger talent** the State hopes to attract and retain increasingly is opting away from vehicular transportation.
- ◆ Elsewhere in the Midwest, the **Hiawatha** (Chicago <-> Milwaukee) now runs daily **seven** times each way per day, giving them a competitive advantage in the quality-of-place competition. Also, Wisconsin Governor Tony Evers has just included \$45 million in his state budget proposal to improve the **Hiawatha** service, which had record ridership of more than **858,000** in 2018.
- ◆ Passenger rail service is a vital alternative to Interstate highways, which are now dangerous and regularly congested or closed due to traffic accidents and construction.
- ◆ To add highway lane(s), a recent estimate by INDOT Commissioner McGuinness is \$10 Million per mile, which is over 3 times more than the current **Hoosier State** budget.
- ◆ Passenger rail service between these six municipalities travel from **downtown to downtown**, not to a suburb requiring time & cost to reach downtown.
- ◆ Stations in these municipalities allow usually walkable (or have transit) access to businesses, convention centers, stadiums, museums, restaurants & universities.
- ◆ Many university students attending Purdue, IUPUI and Wabash rely on this service.
- ◆ Service (& station) improvements will generate more passenger traffic thus improving the cost per ridership ratio.
- ◆ Indiana also supports our road and air travel assets, like the Delta flights to Paris and the United flights to San Francisco.

I appreciate your help and ask that you please send me a response letting me know your position on this matter. This transportation service is an Indiana asset we can't afford to lose.

Sincerely,

{your name}

{City, ST ZIP}

From the Office of Governor Holcomb

For those of us who wrote letters to Governor Holcomb about the State of Indiana funding cancellation for the **Hoosier State** passenger train this coming July, thank you very much! Here is the [form letter] reply that you could have received.

These data in this letter are not accurate:

- ⇒ Including the **Cardinal**, there were 32,725 customers during FY 2017 using IND with Indiana sponsoring 8 of the 14 trains per week, the "subsidy" per passenger as stated is misleading
- ⇒ The most recent 6-month average for On Time Performance (OTP) is **84%**, which is provided by INDOT and reported each month in this newsletter, should not be called "low"

Only when Indiana actually gets on board with the rest of the Midwest regarding improving transportation options will we see a better option than our dangerous highways. Kudos to Illinois, Wisconsin, Michigan & Ohio for moving forward!



STATE OF INDIANA
OFFICE OF THE GOVERNOR
State House, Second Floor
Indianapolis, Indiana 46204

Eric Holcomb
Governor

February 26, 2019

Dear _____,

Thank you for contacting Governor Holcomb about the Hoosier State Line. The state of Indiana provides a \$3 million annual subsidy to operate the Hoosier State Line for one round trip from Indianapolis to Chicago four days per week.

The state provides 72 percent of the total ridership cost, 4 percent comes from local contributions and 24 percent from the rider. The line's ridership has declined over the last five state fiscal years, from 33,903 in Fiscal Year 2014 to 27,876 in Fiscal Year 2018. The trip often takes five hours to complete and the on-time arrival time is low.

With that information, Governor Holcomb did not include an appropriation for the rail line in the next biennial budget. The state House of Representatives also did not include an appropriation in its proposed budget.

The governor appreciates there are different viewpoints on this matter; however, data does not support continued subsidy of the train's operation. Passenger rail service between Indiana and Chicago would remain an option three days a week on Amtrak's Cardinal Line.

Again, thank you for contacting Governor Holcomb

Sincerely,

Constituent Services Representative
Office of the Governor

Joe Boardman, former Amtrak president, dies

By [Bob Johnston](#) | March 7, 2019

(Used by permission of Kalmbach Media. Copyright 2019)



Joe Boardman, Amtrak's second-longest-serving CEO, on a Southwest Chief inspection trip in 2016

Bob Johnston



The Amtrak P42 "Salute to Veterans" locomotive named for former Amtrak CEO Joe Boardman, who died Thursday at age 70

Bob Johnston

ROME, N.Y. — Joseph H. Boardman, Amtrak's second-longest-serving president and CEO, has died. Boardman, 70, suffered a stroke while vacationing with his wife and family in Florida on March 5 and passed away early this morning, Amtrak announced.

A U.S. Air Force Vietnam veteran who served as New York State Transportation Commissioner for 8 years beginning in 1997, Boardman was named Administrator of the Federal Railroad Administration in 2005. He became familiar with

Amtrak operations while sitting on its board of directors as the Department of Transportation's representative, and was named in 2008 to succeed Alexander Kummant as the company's ninth non-interim president.

His eight-year tenure was surpassed in duration only by W. Graham Claytor, Jr. (1982-1993). During his time as CEO, Boardman initiated equipment purchases of 70 Siemens ACS-64 electric locomotives for the Northeast Corridor; 130 Viewliner II baggage, baggage dorm, sleeping, and dining cars (though he was troubled by CAF, USA's repeated production failures); and 28 Alstom Avelia Liberty electric trainsets that are to replace Northeast Corridor Acela Expresses beginning in 2021.

Boardman championed Amtrak's efforts to encourage state and local community grant applications to help pay for needed infrastructure improvements along the *Southwest Chief's* route. Although he was criticized for not acting on efficiency and mobility improvement recommendations to other long-distance routes, such as converting the *Sunset Limited* and *Cardinal* to daily operation, Boardman told *Trains* in an interview last September that there was no way he could convince Amtrak's board at the time to find and spend the necessary money on the national network.

Boardman had been outspoken about the direction current Amtrak management was taking the company since his departure in September 2016 [see "Boardman talks to *Trains*," March 2019]. In retirement, he became sharply critical of his successors' jettisoning of institutional knowledge with management buyouts, food service downgrades, and attempts to weaken the performance of long-distance trains.

"He was very hands on with employees and respected their expertise," one current Amtrak employee tells *Trains News Wire*.

Recently-retired car attendant Lou Drummeter, a 32-year Amtrak veteran, traveled with Boardman on business car *Beech Grove* during dozens of inspection trips and facility visits. "He believed in boots on the ground — getting out on the railroad to see the operation and listening to employees," Drummeter says. The car was always positioned on Superliner trains adjacent to a transition dorm; when passing through the train Boardman encouraged employees to come back to tell him what was on their mind. "With Joe, you could always speak freely," recalls Drummeter. "And when he had tough decisions to make, you could see his angst."

Boardman is survived by his wife, Joanne, three children and several grandchildren. Funeral arrangements are pending.

— Note: An earlier version of this article included a statement from Amtrak on Boardman's passing. That statement is now part of a separate article available [here](#).

— Note: **Marc Magliari** of Amtrak wants to ensure that AAI readers see another excellent *Trains* magazine article about the **Boardman P42 locomotive** (pictured above) at <http://trn.trains.com/news/news-wire/2019/03/08-amtraks-boardman-locomotive-now-used-for-training-of-shop-staff>. (This article thanks to **David Lassen** at *Trains* magazine)

Last Stand to Save the Nickel Plate – A Candidate for Mayor

By: **Tyler Mendenhall**, President, Save the Nickel Plate

On Thursday, February 28, those people closest to the effort to save the historic **Nickel Plate** railroad reminisced on two years of fervent advocacy efforts to convince local and state leadership to step up and call attention to an ill-conceived plan to remove the functional railroad and convert it to a recreational trail. The nearly 40-mile railroad corridor connects multiple communities from downtown Indianapolis up to Tipton, Indiana and beyond. While the previous efforts drew more than 12,000 petition signatures, a lot of media attention, and even involvement from city and state legislators, none of this fazed the **Surface Transportation Board** (who ruled in favor of the trail) or the local leaders responsible for creating the trail-only plan - who are actively promoting the start of trail construction this year. [No tracks had been removed as of press time.]

Since the news first broke about the potential for a recreational trail to replace the railroad, advocates long called for a **rail-with-trail** option along the corridor, citing that it would satisfy the interest of trail supporters while also maintaining the availability of a passenger rail connection from Indianapolis' northeast suburbs of Noblesville and Fishers, to downtown Indianapolis. One of the most frequent complaints about these areas is the **automobile traffic congestion** travelers frequently experience. The



Nickel Plate corridor provides one of the last alternative corridors for future transit options to relieve the traffic of Indianapolis' northeast corridor. This is just one of the reasons that preservation advocates have suggested that the trail alone is a very poor decision.

On February 18, 2019, the City of Fishers held an event to unveil their long-range plans for the **Nickel Plate Trail**. Logan Day attended this packed meeting and noted that, "while the proposed trail ideas and accompanying graphics were quite impressive, so too were the likely costs - which the city leaders still have not discussed or published." Officially, the website for the trail still shows a total project cost of **\$9.3 million** for the entire 9-mile trail from Fishers to Noblesville. However, critics have cited the following inaccuracies and concerns:

1. The document from which the \$9.3 million was derived includes the need for at least one **\$4.5 million bridge** and excludes any trail amenities - such details are being left out of official statements to the public.
2. The Fishers portion of the trail now includes a **tunnel under 116th Street** - likely only the first of many intersections that will need grade separation.
3. Unofficial estimates of only the Fishers portion of the trail have put it at **costs exceeding** the original \$9.3 million for the whole trail.
4. Fishers has **increased taxes** to fund the trail but purportedly failed to hold appropriate and necessary public hearings as required by Indiana Code 36-9-6.1.
5. The **amenities** presented at the unveiling (many of which were large structures) were clearly going to add significant costs to the trail project - by a factor of two or three times.
6. Elected officials in Fishers continue to avoid facing accountability for the fact that they continue to admit that they still have **no budget for the trail** - despite raising taxes in 2019 to fund it.

The most recent announcement pertaining to the trail was the news that Fishers had commissioned a feasibility study of the options for rails-with-trails, released some two years after activists first raised the suggestion. As could be predicted, the conclusion of the city-sponsored study was that two possible options to build a rail-with-trail would cost between \$20 million to \$40+ million more than the trail-only. One critic has commented on an online news story

about this study saying *"What is ironic is that the city can tell you what the projected incremental cost is for the trail with rail, but they can't even give a ballpark figure for the trail by itself."*

Save the Nickel Plate and many supporters have responded publicly stating that the timing of this study is suspicious (if not disingenuous) due to the fact that we are now in a municipal election cycle. Also curious among private discussion is the fact that two of the principals from the engineering firm that completed the study have recently contributed a combined \$5,000 to the current Mayor's campaign committee - causing even greater suspicion of the biased nature of the report.

From the beginning, advocates have been told by various stakeholders that the Nickel Plate issue is likely "an issue that must be fixed at the ballot box." After more than two years of advocating to preserve the railroad to no avail, many Nickel Plate supporters have turned their attention to the 2019 municipal elections for a final chance to influence a decision that will preserve the use of the *Nickel Plate* railroad. If this issue is of concern to you, please share your views with the candidates in the upcoming Mayoral elections in Fishers and Noblesville.

Readers of this article are encouraged to follow updates via **Save the Nickel Plate** on [Facebook](#) or www.SavetheNickelPlate.org

California Responds to Trump Administration

March 08, 2019

(Used by permission of the *Midwest High Speed Rail Association*)



The ongoing struggle over federal funding for California's high-speed line from San Francisco to LA adds uncertainty to what was already a confusing situation. A reality check is in order.

The key fact to keep in mind is that, in his February state of the state address, Gov. Gavin Newsom reaffirmed the state's commitment to building the Central Valley segment and to moving forward with environmental reviews that are laying the groundwork for the full SF to LA high-speed line. He also promised to seek funding for the full line, while adding that there currently "isn't a path to get from Sacramento to San Francisco to San Diego, let alone from San Francisco to LA."

Some media outlets reported, falsely, that Newsom had "pulled the plug" on high-speed line. Unfortunately, the Trump administration then seized on the governor's less-than-clear remarks (and the media's mangling of them) to announce that it would terminate an agreement committing nearly \$929 million in federal funding to the project.

In his March 4 response, the CEO of the California High Speed Rail Authority, Brian Kelly, wrote that Newsom's speech did not "constitute a fundamental change in the purpose of the overall project for which federal funding was awarded." Kelly was explicit that completing the full SF to LA line remains the overriding goal of the project. He noted that the three basic elements of phase one—the Central Valley line, the "ongoing regional projects in the north and south," and environment clearances—"will enable us to ultimately connect a revitalized Central Valley to Silicon Valley and Southern California."

Responding to President Trump's threat to claw back the funds already invested in the project, Kelly wrote that this "would be disastrous policy," since it would terminate the jobs of more than 2,600 craft workers and the contributions of nearly 500 small businesses.

Kelly also cited several "enhanced transparency measures" that Gov. Newsom had initiated, so that "taxpayers, policymakers, and our partners . . . can easily see how public dollars are being spent and how the project is progressing." Those measures include quarterly reports to the legislature and improved online access to public documents.

For all the efforts to declare it dead, in other words, the high-speed rail project just survived the transition to a new administration in California.

It's unfortunate that many media reports got the basic facts wrong. The high-speed line's ultimate fate is now precarious, and its prospects hinge on many factors. Some of those factors are outside of the governor's sphere of control, but many are well within it. And the recent controversy caused by Newsom's state of the state speech shows just how influential his words can be. One certainty is that—for the sake of both California and the nation—this is a fight he should eagerly embrace.

Links to the letters are below:

[Summary Letter to FRA Administrator Ronald L. Batory](#)

[Full Detailed Letter to FRA Director of Program Delivery Jamie Rennert](#)

Transit Day at the Indiana Statehouse

Don't miss this important event where you can network with your Indiana legislators!

Indiana Passenger Rail Alliance (IPRA) members will be in attendance. **Please contact an IPRA Board Member if you can volunteer to staff the IPRA table.**

The Train of Life

This fantastic [poem](#) was written four years ago by **Kathleen M. Botka**, who passed away last year. She lives on through her poetry, our memories and hearts. Many thanks to <http://allpoetry.com> for making this beautiful piece available.



At birth we boarded the train and meet our parents,
and we believe they will always travel on our side.

However, at some station
our parents will step down from the train,
leaving us on this journey alone.

As time goes by,
other people will board the train;
and they will be significant
i.e. our siblings, friends, children,
and even the love of your life.

Many will step down
and leave a permanent vacuum.

Others will go so unnoticed
that we don't realize
they vacated their seats.

This train ride will be full of joy,
sorrow, fantasy, expectations,
hellos, goodbyes, and farewells.

Success consists of having a good relationship
with all passengers
requiring that we give the best of ourselves.

The mystery to everyone is:

We do not know at which station
we ourselves will step down.

So, we must live in the best way,
love, forgive, and offer the best of who we are.

It is important to do

INvest INtransit



Registration and more detailed information is available at www.indianacat.org/transit-day/

Transit Day at the Statehouse

Tuesday, March 26

This is a great chance to meet your state legislators, share your story, and build support for greater investment in transit.

9:30 a.m.
Assemble at the Statehouse
Visit exhibitors

10:30 a.m.
Program, Awards & Media Event

11:30 a.m.
Lunch

12:30 p.m.
Begin meetings with legislators

In partnership with



ita **INVEST**



this because when the time comes for us to step down
and leave our seat empty
we should leave behind beautiful memories
for those who will continue to travel on the train of life.
I wish you a joyful journey on the train of life.
Reap success and give lots of love.
More importantly, thank God for the journey.
Lastly, I thank you
for being one of the passengers on my train.

I am not planning to get off the train anytime
Soon but if I do, just remember I am glad you
were part of my journey.

Bullets from the Board

By: **Steve Coxhead**, President, Indiana Passenger Rail Alliance

The Board of the Indiana Passenger Rail Alliance (IPRA) did not meet in February 2019 but will meeting early next month (April) in Seymour, Indiana. Watch your email for any changes for this meeting that may occur after this newsletter is published. Here are some things to keep in mind (and do) this month.

- ◆ Discussion continues regarding the unexpected announcement that Governor Holcomb's budget for the coming biennium contains **no Indiana funding in support of the Hoosier State** passenger train. This would result in the **Hoosier State** being discontinued beyond July 2019. IPRA members continue to reach out to members of the 121st **General Assembly** to attempt to correct this situation. **All IPRA members and friends are invited and encouraged to join in this effort, by contacting your Indiana State Senator.**
- ◆ In order to attract more members, the **IPRA membership** dues structure has changed. **Regular** membership will be **\$25** per 12-month period with **Student & Senior** (65+) being **\$15**. **Please help get the word out that IPRA membership is now more affordable!**
- ◆ IPRA members will continue the dialogue with the **Indiana Department of Transportation (INDOT)** and the **Governor's staff** concerning support for passenger rail in our State.
- ◆ Greater use of social media, such as **Twitter** and

LinkedIn, to spread our message will be seen over the coming year, in coordination with the existing **Facebook** page. Anyone interested in getting involved with this initiative should contact us via email [here](#).

- ◆ Along with an increased use of social media, the coming year will see a major clean up and modernization of the **IPRA website**. Content will be streamlined and made more relevant. Anyone interested in getting involved with this initiative should contact us via email [here](#).
- ◆ A more active outreach to **southern Indiana** will be seen in 2019 in an attempt to effectively articulate that area's needs and desires for modern passenger rail systems.

The next IPRA Board meeting will be held on **Saturday, April 6, 2019** (NOTE: The date has changed from **March 23rd** to **April 6th** to allow IPRA members to attend the **Midwest High Speed Rail Association** Annual Meeting in Chicago on the 23rd) in **Seymour**! All IPRA members are welcome to attend!

What: **IPRA Board Meeting**

When: **Saturday, April 6, 2019 from 12:00 noon to 2:00 PM Eastern Daylight Time**

Where: **Jackson County Public Library, 303 West Second St, Seymour, IN 47274**

Food: **Sandwiches will be brought in so that we may have a working lunch**

Those planning to attend this board meeting are requested to respond to the meeting announcement so that we may plan adequately. Please watch your e-mail for more details as this meeting's date approaches.

For your plans, future IPRA Board Meetings are scheduled for these year 2019 Thursdays: May 23rd, July 25th, September 26th & November 21st.

Don't forget to include the Hoosier State, the Cardinal and other Amtrak services in your travel plans. Heavy ridership is the most important weapon we have in the fight to improve rail passenger service in Indiana.

Finally, please talk with your State Representative about Indiana's commitment to modern, 21st Century transportation systems. They do listen. Also, let us know about your conversations regarding passenger rail in Indiana by sending a message via email [here](#).



Enjoy earning 250 points per day with Budget®

Ready for a ride out? Now through June 30, [earn 5X](#) the standard number of Amtrak Guest Rewards® points with Budget. That's 250 points per day compared to the standard 50 points. Plus, you can enjoy a single car upgrade on qualifying rentals of three days or more. It's a great way to earn extra and extend your travel to and from the train. With thousands of locations across the U.S. and Canada, you can rent easily and ride on.

Use **BDC number U082100** and **coupon code UUAZ002**. And be sure to provide your Amtrak Guest Rewards number at the rental counter to earn 5X the points.

[RESERVE NOW](#)


Riding the Rails

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

HOOSIER STATE Passenger Train Update–



- ⇒ The On-Time Performance (OTP) of the *Hoosier State* train for the most recent six months (with a 6-month average of **84%**) is:
 - September 2018 – 91%
 - October 2018 – 83%
 - November 2018 – 74%
 - December 2018 – 89%
 - January 2019 – 88%
 - February 2019 – 77%
- ⇒ Ridership and revenue did not trend up in January. We had a few cancelled trains due to the cold temperatures which adversely reflected in our numbers.
- ⇒ Overall ridership is up 4% and revenue is up 3.5% YTD for the fiscal year.
- ⇒ Marketing (radio, social and programmatic) campaign has completed. INDOT may start another campaign early May.
- ⇒ This information is courtesy of the *Indiana Department of Transportation (INDOT)*.

See INDOT's website [here](#) for more information.

RAILNATION DC – SPRING 2019 WASHINGTON ADVOCACY SUMMIT & DAY ON THE HILL – There is still time to register for this worthwhile annual event where you can network with our Indiana (& other) lawmakers while learning how you can be a better advocate to improve our country's passenger rail system! As an additional benefit, you will also be amazed when walking the halls of our government's buildings. Go online at <https://www.railpassengers.org/happening-now/events/rpa-spring-2019-washington-dc-advocacy-summit-day-on-the-hill> and register now! **Early bird rates expire March 17th.**

CANCELLING THE CENTRAL INDIANA LIGHT RAIL BAN PASSED IN INDIANA HOUSE OF REPRESENTATIVES – The Indiana House Bill **HB-1365** passed in February with voting [89 yes, 5 no]. This bill now goes to the Indiana Senate for consideration. Please contact your Indiana *Senator* and ask him/her to vote **yes!**

AMTRAK STUDIES SWITCH FROM LONG ROUTES – The basis behind this February 21st article in the Wall Street Journal at <https://www.wsj.com/articles/amtrak-plan-to-expand-ridership-could-sidetrack-storied-trains-11550664000> goes against the reason why Amtrak was created in 1971 in the first place. We wait in anticipation for the study to be published. (This news thanks to the *Wall Street Journal*)

THE U.S. STRUGGLES WITH HIGH-SPEED RAIL – ILLINOIS SHOWS WHY – See the March 5th issue of the Wall Street Journal for this article at <https://www.wsj.com/articles/high-speed-rail-in-the-u-s-remains-elusive-illinois-shows-why-11551713342>, read it and then read the response from Jim Mathews, Rail Passengers Association at <https://www.railpassengers.org/happening-now/news/blog/illinoisperspective> for what was **NOT** said. A very strong point that Jim brought up was that rail travel is not always end-to-end as with air travel but trips between midpoints are what make rail travel unique and valuable in its own right. Read Jim's last sentence, which is the best statement about profit I've read. (This news thanks to the *Wall Street Journal* and *Rail Passengers Association*)

INDYGO TO FINISH CONSTRUCTION OF RED LINE BRT IN INDIANAPOLIS BY END OF SUMMER – The completion of construction for the IndyGo Bus Rapid Transit (BRT) Red Line between University of Indianapolis and Broad Ripple via downtown has been moved up 4 months. This will reduce the "time window" of negative impact of construction on people and allow this much anticipated service to start sooner!

WANT TO LEARN MORE ABOUT THE CINCINNATI BELL CONNECTOR STREETCAR? – Go to <https://www.bizjournals.com/cincinnati/>, create a free account and get great information about how this transit system is doing. You'll find topics like who owns it, who runs it, schedule tuning, equipment issues, who makes the vehicles and hopefully soon who the next CEO will be. This very good business periodical has some good stories about the Streetcar! (This news thanks to the *Cincinnati Business Courier*)

HOOSIER STATE TRAIN ROUTE COULD DERAIL WITHOUT STATE CASH – For those of you who subscribe to the *Indianapolis Business Journal*, please read this article at <https://www.ijb.com/articles/72418-hoosier-state-train-route-could-derail-without-state-cash>, which gives viewpoints from IPRA, INDOT and Amtrak. (This article thanks to Susan Orr at the *Indianapolis Business Journal*)

SEE THE APRIL ISSUE OF TRAINS MAGAZINE FOR A SOBERING ARTICLE ABOUT THE HOOSIER STATE – This very good article tells it like it is.... what happens when infrastructure improvements aren't made to a meandering passenger-rail route between two major population centers? The train faces extinction. There is clearly a lack of Midwest regional cooperation regarding transportation in the Indiana Statehouse as people continue to risk their schedules (& lives)

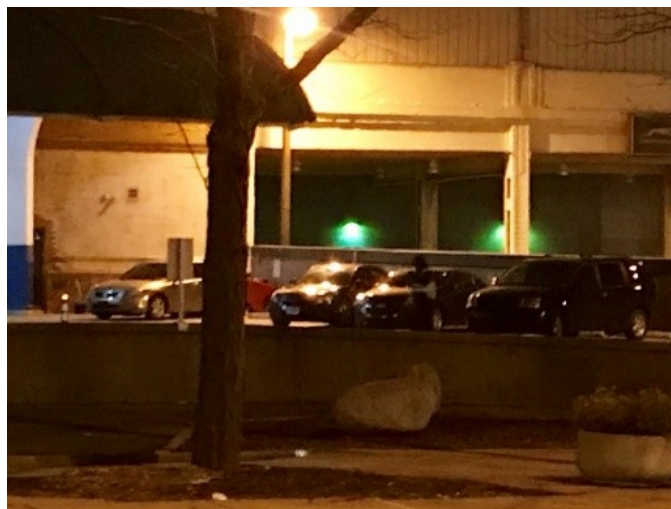
on our dangerous Interstate highways. (This news thanks to *Trains* magazine)

PLEASE SIGN THE ILLINOIS FAST TRACK PETITION – Passenger Rail improvements in Illinois will also benefit Indiana (embarrassment is a great motivator). Please go online to <https://www.midwesthsr.org/pritzker-petition> and tell Illinois Governor Pritzker and members of the Illinois General Assembly that you want to see modern rail transportation in Illinois. As of March 12th, 845 signatures of the goal of 1000 have been logged. (This request courtesy of *Midwest High Speed Rail Association*)

INDIANAPOLIS-CHICAGO AMTRAK ROUTE IS BIKE FRIENDLY – Don't forget that bicycles are accepted between Indianapolis and Chicago aboard both the Amtrak *Hoosier State* and Amtrak *Cardinal* trains. Read this article online at <https://media.amtrak.com/2018/08/indianapolis-chicago-amtrak-route-now-bike-friendly/>. (This news courtesy of *Amtrak Media Relations*)

SECURE RAIL CONFERENCE 2019 IS IN ORLANDO IN MAY – Registration is now open for the SECURE RAIL Conference on May 1-2, 2019 in Orlando, Florida. Rail security professionals are welcome to register online at <https://www.securerailconference.com/>.

THE INDIANAPOLIS UNION STATION SAGA CONTINUES – This photo was taken on February 21st showing (again) the new LED outside lights **off** when they should be **on**. This has again been reported to the Indianapolis Department of Public Works for action. Also, the station's entrance road's asphalt continues to need significant patching. What a deplorable embarrassment for the "Crossroads of America".



Indianapolis Union Station main entrance at night – hardly inviting



Indianapolis Union Station main entrance during day – still hardly inviting (& a mess)

REMEMBER THAT CONSTRUCTING THE INTERSTATE HIGHWAY SYSTEM WAS ALSO SUBSIDIZED – The Federal-Aid Highway Act of 1956 authorized the Federal Government to pay 90% of the cost of expressway construction (i.e. \$26 billion in 1956 dollars) by increasing the gasoline tax by one cent. There is no reason why our country's passenger rail infrastructure can't be restored using a similar approach. Read this good article at <https://www.history.com/topics/us-states/interstate-highway-system>. (This article thanks to **A&E Television Networks**)

YOU REGISTER A CAR IN INDIANA — YOU SUBSIDIZE INDIANA ROADS – Most people who live in Indiana drive automobiles and cringe each year when they renew their car's license plates. The **Excise Tax** (basically a **Property Tax**), which discourages purchase of new cars by charging significantly more than for older cars, pays for **highway maintenance and construction**. Thanks especially go to folks who drive luxury vehicles!

SOME WASHINGTON DC METRO STATIONS IN VIRGINIA BEING RECONSTRUCTED THIS SUMMER – For travelers to Washington DC this summer, all Metro Blue & Yellow rail line stations south of Ronald Reagan Washington National Airport (i.e. Alexandria, etc.) will be closed from May 25th until September 2nd to allow for this work. See online at <https://www.wmata.com/about/news/Platform-Improvement-Project-Metro-announces-travel-options-website.cfm> for details.

WHY DO THE BEST TRANSIT PROJECTS FACE THE STRONGEST OPPOSITION? – This is a very good read from **Mobility Lab** will arm you with a great strategy to respond to the pessimists who don't want improved transportation for

our country. Find it online at <https://mobilitylab.org/2019/03/05/why-do-the-best-transit-projects-face-the-strongest-opposition>. (This article thanks to **Andy Furillo** at **Mobility Lab**)

WISCONSIN HAS PLANS TO IMPROVE HIAWATHA SERVICE – Since States must match Federal grants at least partially, Wisconsin is taking advantage of Federal grants to move forward with its projects to increase the number of **Hia-watha** service round trips between Milwaukee and Chicago. See this excellent article at <https://www.wpr.org/ever-budget-includes-45m-expand-rail-service-between-milwaukee-chicago>. (This article thanks to **Corrinne Hess** at **Wisconsin Public Radio**)

TRUMP ADMINISTRATION BUDGET ENDS NATIONAL RAIL NETWORK – We hope Congress continues to ignore yet another misguided White House proposal. Find this story online at <https://www.railpassengers.org/happening-now/news/blog/trump-administration-budget-ends-national-rail-network/>. (This news thanks to the **Rail Passengers Association**)



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

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 **NARP** 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 [here](#) and learn how you can save money travelling on Amtrak!

YOUR KIDS GET A 50% DISCOUNT WHEN TRAVELING WITH YOU – Please go online [here](#) and learn how you can save money when travelling with your children on Amtrak!

Crowne Plaza Union Station in **Indianapolis**: Selecting Corporate ID = **6972** will give you the Amtrak rate of **\$134 per night** (King or two Double beds). You can also request an historic train car room for **\$154 per night** (King or 2 Double beds). The cancellation policy is 48 hours and these rates will be available until December 31, 2019. 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 monthly 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://www.indianahighspeedrail.org>

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IPRA Membership Form

Membership, **which has recently been reduced by \$5/year**, can be purchased online at:

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

You are also welcome to print and mail this form:

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|  <p>Indiana Passenger Rail Alliance</p> <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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