

*“In order for rail to be successful, you have to deliver higher value. I don’t want price shoppers.”*

Iowa Pacific Holdings President and Founder Ed Ellis

## House Passes Transportation Bill

The House of Representatives’ highway and transit bill was approved in November by a vote of 363 to 64, setting up a momentous round of negotiations between the House and the Senate on what the final transportation bill will look like.

Right before the bill was passed, NARP alerted passengers about some big opportunities—and threats—they should be aware of, including an easy cheat sheet posted on our blog that was created by Vice President Sean Jeans-Gail for transit- and train-related

amendments that NARP has taken a position on.

Thanks to our members, NARP was able to claim some big victories on the House floor, including the defeat of several anti-transit amendments and the restoration of a key program used to fund new transit rail lines.

The next step will be the Senate choosing its conferees to iron out a final version of the bill. We will continue to work toward bringing you all the latest developments affecting the trains that keep America connected. ■

## NARP CEO: Association Moves Forward With Operational Changes

**From key policy wins** to office, membership and operational issues, in remarks at the Fall Meeting NARP President and CEO Jim Mathews pointed to real progress in the past year for our Association and its members.

“We’ve made tremendous progress with our office processes since the spring meeting. We’re changing banks, have changed our membership management system and changed the website provider, which is almost everything we run in NARP,” said Mathews. “We announced that Neon, our new membership database, is open. It can be used to sign up online for NARP membership and manage your account online, including making payments, changing addresses and editing member details.”

The move to NARP’s new website host has been great, thanks to the help received from board member Charlie Hamilton, said Mathews. “We now have

flexibility that we’ve never had before, and it gives us the ability to be more responsive,” he said. “And I ask you all to keep an eye on the website, since we’ll be using it more to communicate. We will still print and mail things, but the website will be the best source of information.”

Even so, it’s not enough just to send in membership dues, read the newsletter and like NARP on Facebook, Mathews emphasized. “We have work to do. Me sitting in D.C. is not as effective as you meeting with your mayors, planning agencies and your congressional delegations,” he said. “Your voices are important. You are changing minds about rail.”

NARP is helping members get excited about the future of rail connectivity in their communities, said Mathews. “We all know what we’re working for - seamless intermodal connections

November•December 2015

Vol. 49, No. 11

### INSIDE

Phillip Streby: From Passive To Active Member	PAGE 2
M-DOT’s Robert Kuehne Honored After Long Career	PAGE 2
Millennials Hack The Rails During Fall Meeting Panel	PAGE 3
States News	PAGE 4
Amtrak To Modernize Customer Experience	PAGE 5
Web-Only Special: Photo Highlights From The NARP Fall Meeting	PAGE 5

using rail to tie all transportation modes together,” he stated. “NARP wants to put 80 percent of Americans within 25 miles of rail service using fast, modern trains offering good frequencies.’ A Connected America,’ NARP’s new vision, is about changing cultures.” ■



NARP President and CEO Jim Mathews gives an update at the Fall Meeting.

## • • • M E M B E R S P O T L I G H T • • •

## Phillip Streby: From Passive To Active Member

**Phillip Streby is an Amtrak conductor**, NARP Council Member and a board member/treasurer of the Indiana Passenger Rail Alliance (IPRA). He joined NARP in 1973.

“I had heard about NARP and joined as a passive member. I read the newsletter and expounded the virtues of NARP. My membership would expire and I’d pick it up again,” said Streby. “I always had an interest in rail as a hobby more than advocacy. When I joined NARP, I was a science and math teacher at the high school and college level.”

Streby has always had an interest in rail. “When people ask me why, I ask them why are you interested in things like racing or collecting buttons,” he said. “If you look at the NARP rail map, we need to stand up for trains, especially when there used to be black lines all over the country, especially in Indiana and Ohio.

“You used to be able to take the Interurban from Indianapolis to Louisville, Kentucky, in around two hours. The track structure wasn’t straight and level, but you got there in a timely manner,” he said. “It’s too bad we didn’t just mothball it. Unfortunately we tore it down.”

Since most trains go into and out of Chicago in the early morning, later departures mean most travel through Indiana in the evenings, said Streby. “So trains aren’t really visible, except for the Hoosier State and the Cardinal. There are many people who don’t realize we have a train station in Indianapolis,” he said. “Our biggest issue is visibility. What you don’t see, you don’t think about.”

IPRA is trying at the grassroots level to show that trains are alive and available, said Streby. “We are trying to educate legislators that rail is a viable and necessary means of transportation,” he said. “We’re reaching a point where we’re finding that legislators are not against rail. They’re against spending.”

The alliance is trying to get legislators to understand that spending on rail will

**STREBY**, p. 4



Phillip Streby, center, with Steve Coxhead and Doug Yerkeson, board members of Indiana Passenger Rail Alliance, at the NARP Fall Meeting.

## M-DOT’s Robert Kuehne Honored After Long Career

**As the announcement** said, “We all knew this day was coming, but it is still a surprise.”

On September 28, a farewell coffee was held in the lobby of the Michigan Department of Transportation’s Van Wagoner Building to say farewell to M-DOT planner Robert Kuehne after 40 years of service.

A quiet, gentlemanly type, Kuehne worked quietly and

**KUEHNE**, p. 3



NARP Director John DeLora left, presents the award to Robert Kuehne, center. Tim Hoeffner, Director, Office of Rail, Michigan DOT (right).


**NARPnews**

### © National Association of Railroad Passengers

505 Capitol Court, NE, Suite 300  
Washington, DC 20002-7706  
202-408-8362 / 202-408-8287 (fax)  
[www.narprail.org](http://www.narprail.org) [narp@narprail.org](mailto:narp@narprail.org)

#### VOLUNTEER LEADERSHIP

**Robert J. Stewart** Chairman  
**Carol Haslett** Vice Chair  
**Jim Loomis** Vice Chair  
**J. Charles Riecks** Vice Chair  
**Peter LeCody** Vice Chair  
**Stephen J. Salatti** Secretary  
**Kenneth T. Clifford** Treasurer

#### STAFF

**Jim Mathews** (Ext. 3200) President & CEO  
**Lawrence Scott** Special Assistant to the Chairman  
**Sean Jeans-Gail** (Ext. 3201) Vice President  
**Bruce B. Becker** (Ext. 3128) Director, Special Projects  
**Logan McLeod** (Ext. 3202) Director, Resource Development  
**Benét J. Wilson** (Ext. 3203) Director, Communications  
**James Abram Zumwalt** (Ext. 3123) Ofc. & Projects Coord.  
**Donna Thomas** Graphic Designer/Layout Artist

This issue has news through September 24, 2015.  
Vol. 49, No. 10 was mailed September 10, 2015.

#### FOLLOW US FOR THE LATEST

 [facebook.com/narprail](https://facebook.com/narprail)

 @narprail

## Millennials Hack The Rails During Fall Meeting Panel

**Thanks to a generous donation** by NARP's newest corporate sponsor, Freeland Construction, NARP was able to welcome and host 25 undergraduate, graduate, and PhD students, mainly in fields related to transportation, at the Fall Meeting for a panel to discuss the future of intercity passenger trains in the United States.

Assembled in a circle were 25 undergraduate, graduate, and PhD students, mainly in fields related to transportation, who gathered at NARP's Fall Meeting for a panel to discuss the future of intercity passenger trains in the United States.

During the panel, several overarching themes emerged as important to America's future rail passengers. NARP member Claire Bowen, 17, acted as moderator for the discussion. Tony Dutzik, senior policy analyst with Frontier Group and author of the Millennials in Motion report, guided the conversation.

Millennials tend to be in the 15- to 32-year-old range, said Dutzik.

Some interesting transportation facts revealed by Dutzik included: a 23 percent decline in auto trips by 16- to 34-year olds; commuting by car by age groups below 65 continues to fall; and Millennials don't "not drive" but are multimodal, via bus, bike, carshare and Uber; among other things, including trains.

The group of Millennials, interspersed with long-time NARP members, constituted a stark contrast to the attendance of meetings in the past.

They were asked to comment on how railroads should adapt to the 21st century, how service could be made more attractive, how much of a tradeoff individuals would like to make between home life and work life, and finally, the policy implications then



Millennials work on building the next generation of public transportation, including rail.

engendered from the ensuing discussion.

The group set out to answer the question: How do we adapt technology to serve the riders of today and tomorrow? Millennials want connectivity, onboard high-speed Wi-Fi and extended cellular service in tunnels.

They want the trains to be for everyone, with spaces on trains that can accommodate strollers, wheelchairs and bikes and ease of accessibility. They want raised platform stops to help accommodate people with disabilities and bicycles.

ities and bicycles.

They want the chance to change the mythology of trains in culture by building new images. Most concretely, they wanted transparency in on-time performance and better information about currently existing services.

Fascinatingly, the "tradeoff" between home and work life was ousted as a false dichotomy. The group wanted neighborhoods connected by several different kinds of transit which allow for work, home, and play.

In the conversation, Transportation policy was rendered almost indistinguishable from land use policy. Train stations are tools that towns can leverage for growth and metropolitan desirability.

How do we translate these ideas into public policy?

Get local universities to engage in advocacy efforts and spur policy development, a strategy already employed by NARP;

Focus on models of economic sustainability rather than productivity; Pitch rail as the option with proven longevity and a greater likelihood of achieving sustainability with proper investment; and

Create a national standard for compatible transit cards and require new transit systems to use it. ■

**KUEHNE**, from p. 2

effectively, mostly in intermodal planning.

He had a reputation for getting the job done right, and on time.

On behalf of the National Association of Railroad Passengers, Director John DeLora presented Bob with a NARP "Lifetime Achievement Award" for the excellence of his work benefiting the traveling public. ■

• • • S T A T E S N E W S • • •

**Amtrak would make passengers** traveling on the Northeast Corridor pay a surcharge that will help fund construction of a new rail tunnel under the Hudson River, under a proposal offered by Port Authority Commissioner Kenneth Lipper, reports Politico New York. The proposal comes mere weeks after New Jersey Gov. Chris Christie (R) and New York Gov. Andrew Cuomo (D) offered a solution to build a new Hudson River rail tunnel. Lipper said the fee could help pay down whatever long-term debt is needed to fund the massive Gateway project. He cited the Passenger Facility Charge, a fee paid by airline passengers to help with maintenance and upkeep of airports as a model.



Photo Credit: Texas Central Partners

A rendering of a Texas Central Railway bullet train.

**High-speed rail was a big topic** in October, starting with a new survey by the American Public Transportation Association (APTA) that found 63 percent of Americans are likely to use high-speed trains if they were available today. The likelihood of respondents using high-speed rail for their work and leisure travel increased as they were informed that it will be less expensive than flying and that it will take less time than driving to their destination. The survey also revealed that Americans overwhelmingly support efforts to streamline government regulations that will promote real-estate development near high-speed rail.

**A new study** commissioned by Texas Central Partners (TCP) has found that the proposed bullet train between Dallas and Houston could pump more than \$36 billion into the state economy over the next 25 years, including more than \$2.5 billion in local and state taxes, reports the Texas Tribune. Dallas and Houston would likely see the most private development from the bullet train, with the study predicting a station in each city will draw millions of dollars in private development, including high-rise office buildings, retail development and thousands of new residential units.

**Could momentum be building** to restore passenger rail service to the Gulf Coast? On December 4, the Southern Rail

Commission will unveil findings of an Amtrak study focusing on reviving passenger rail that went away 10 years ago after Hurricane Katrina, reports AL.com. In another good sign, the commission named Greg White, a firm proponent of coastal passenger service, as its chairman for the next two years. Moreover, coastal rail supporters are pressing for Congress to take up the issue.

**Mayors from Allentown, Bethlehem and Easton**, Pennsylvania, have announced their support for a new Road to Rail initiative, led by the Lehigh Valley Transportation Study, reports Lehigh-ValleyLive.com. The study will look at ways to bring connecting rail service to Philadelphia, New York, New Jersey and Harrisburg, as well as service connecting the Lehigh Valley cities together.

**Modern, efficient and comfortable** 21st century passenger trains can add measurably to a person's positive attitudes and make him or her a happier and more productive person, writes W. Dennis Hodges, founder of the Indiana Passenger Rail Alliance and NARP member in a guest column in the Northwest Times. And Dan Peacock, another NARP member and a member of the Virginia Association of Railway Patrons, writes that Fairfax County should promote Burke Centre as its Amtrak Green Rail Gateway in a letter to the editor of the Connection newspaper. ■

**Streby**, from p. 2

enhance transportation, said Streby. "And since transportation drives the economy, it's an investment in the economy. While the trains won't pay back expenditures, they will boost the economy, which will more than make up what was spent on it," he said.

NARP members need to write letters to legislators and list valid reasons for rail service, not just saying they want trains, said Streby. "Before the Three Rivers train from New York City

to Chicago ended in 2005, we went to town hall meetings along the line to save it," he said.

"People spoke about why they wanted the trains, and all their reasons were valid. Unfortunately, it was too little, too late. It should have been done a year earlier, when Amtrak said they wanted to get rid of the train," he said. "Tell legislators you want a train because six new businesses will open and add to the local economy." ■

## Amtrak Chances Designed To Modernize Customer Experience

**Matt Hardison**, Chief Marketing and Sales Officer for Amtrak, used his Fall Meeting keynote address to outline what the rail company is doing to modernize and improve its customers' experiences.

"Amtrak is in a highly competitive industry, but we have a great product that people love, so we will continue to sustain our competitiveness, grow the business and maintain and build on our great assets," said Hardison.

Major initiatives listed by Hardison included: IT improvements, a new website, onboard Wi-Fi, onboard information systems, passenger information display systems, an improved guest rewards program and national advertising.

Amtrak is building more track side antennas to handle Wi-Fi since it currently relies on existing crowded cellular networks, said Hardison. "We know Wi-Fi is important, so we have a 10-mile test

track in Delaware to test the technical and financial feasibility of the antennas," he said.

Amtrak Guest Rewards 2.0 has been launched, said Hardison. "AGR was getting long in the tooth, so it was time to modernize it," he said. "We also launched a new credit card with Bank of America."

Finally, Amtrak unveiled its first new national advertising campaign in 15 years.

"It touts the benefits of rail travel but also adds a journey line that gets people thinking about all the great destinations we go to. The tag line is '500 destinations, infinite stories,'" he said. ■



Amtrak CMO Matt Hardison

## Iowa Pacific Founder Touts Benefits, Challenges Of Public-Private Rail Partnerships

**Chicago-based Iowa Pacific Holdings** is hoping that its private-public partnership model will bring more service to rail passenger across the U.S. Iowa Pacific currently operates the Hoosier State between Chicago and Indianapolis on upgraded rail cars that include outlets, Wi-Fi and a full-service dining car, complete with china and silver.

The company also operates Pullman Rail Journeys, Cape Cod Central Railroad, Texas State Railroad, Saratoga & North Creek Railway and other lines. "We only buy things that aren't making money but have potential," said Iowa Pacific President and founder Ed Ellis during his keynote address at the Fall Meeting. "We should be called the Kennel Club because we only buy the dogs."

The difference Iowa Pacific brings is a uniquely attractive rolling stock with great onboard first class service, said Ellis. "We want to drive more people to train travel and raise its proposition value."

There were more than 60 people working on the Hoosier State project said Ellis. "We've been engaging with other states looking for rail service," he said. "The key issue is revenue risk and who's taking the risk. Under the old model, Amtrak took all the risk. But with the Hoosier State, Iowa Pacific takes the risk."

If people don't show up, we lose money, said Ellis. "So what we've done is implement strategies to raise ticket prices. We need more people riding the train at higher fare to be successful," he said. "We won't be successful lowering ticket prices against

cheaper competitors in the market, like Megabus. In order for rail to be successful, you have to deliver higher value. I don't want price shoppers."

Departure frequency is the primary measure of service in the developed world, said Ellis. "Southwest Airlines has 25 flights a



Images of the Hoosier State train.

day between Dallas/Fort Worth and Houston. The London-Exeter rail route has 36 departures a day on two lines," he said. "We won't be able to compete with one frequency between Indianapolis and Chicago. We can't get business travelers with that."

The response Iowa Pacific has gotten from customers is they like it, said Ellis. "We're really focused on getting more people on the Hoosier State. Doing that will increase the volume of those who want more train service." ■

## Web-Only Special: Photo Highlights From The NARP Fall Meeting

*It was a weekend packed with events, including a tour of Amtrak's Beech Grove maintenance facility, advocacy and legislative updates, the board meeting, targeted workshops, keynote addresses and the chance to stay in a rail-themed hotel. Below is a collage of photos from the event taken by Ken Briers.*



NARP members take a tour of Amtrak's Beech Grove facility.



The historic train station in Indianapolis.



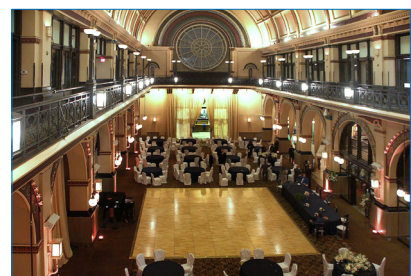
Council Member Harvey Bowen addresses the NARP board.



The Talgo train set that was supposed to be operated by the state of Wisconsin.



The hotel's rail car rooms.



The interior of Indianapolis's historic train station.

### NARP Traveler's Advisory

❖ Significant track and infrastructure improvements will affect trains operating along the Empire Corridor between Schenectady and Poughkeepsie, N.Y. between now and December. Trains will continue to operate during construction, but passengers may experience delays of up to 20 minutes when traveling through the work area at the Albany-Rensselaer station. Once this work is completed, train capacity will be increased at platforms resulting in improved quality and reliability of our service.

❖ On the Northeast Regional and Vermonter routes, service between New Haven, Connecticut, and Springfield, Massachusetts, will be affected by track work being done through December 13, 2015. The following stations will be affected: Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks and Springfield. ■

#### Statement of Ownership, Management and Circulation (Required by 39 U.S.C. 3685).

1. Publication title: National Association of Railroad Passenger News; 2. Publication Number 0739-3490; 3. Filing date: 11-11-14; 4. Issue frequency: Monthly; 5. No. of issues published annually: 11; 6. Annual subscription price: \$35; 7. Complete mailing address of known alliance of publication: 550 Capitol Court Suite 300, Washington, DC 20002-7706; 8. Complete mailing address of headquarters or General Business Office: Same address; 9. Full names and complete mailing addresses of publisher, editor, and managing editor: Jim Mathews, 505 Capitol Court NE Suite 300 Washington, DC 20002-7706; 10. Owner: National Association of Railroad Passengers, 505 Capitol Court NE Suite 300, Washington, DC 20002-7706; 11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities: None; 12. Tax Status: Has Not Changed During Preceding 12 Months; 13. National Association of Railroad Passengers (NARP) News 14. Issue Date for Circulation Data Below: October 2014. 15. Extent and nature of circulation:

A. Total Number of Copies	Average No. Copies During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
<b>B. Paid Circulation</b>		
a. Total Number of Copies	14183	15242
b. Paid Circulation		
i. Mailed Outside-County Paid Subscriptions State on PS Form 3541	13358	14423
ii. Mailed In-County Paid Subscriptions State on PS Form 3541	201	219
iii. Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS	0	0
iv. Paid Distribution by Other Classes of Mail Through the USPS	25	25
c. Total Paid Distribution	13884	14672
d. Free or Nominal Rate Distribution		
i. Free or Nominal Rate Outside-County Copies Included on PS Form 3541	0	0
ii. Free or Nominal Rate In-County Copies Included on PS Form 3541	0	0
iii. Free or Nominal Rate Copies Mailed at Other Classes Through the USPS	0	0
iv. Free or Nominal Rate Distribution Outside the Mail	600	600
e. Free or Nominal Rate Distribution	600	600
f. Total Distribution	14484	15272
g. Copies not Distributed	0	0
h. Total	14484	15272
i. Percent Paid	96%	96%
<b>16. Electronic Copy Circulation</b>		
A. Paid Electronic Copies	15324	15096
B. Total Paid Print Copies + Paid Electronic Copies	29208	29768
C. Total Print Distribution + Paid Electronic Copies	29808	30368
D. Percent Paid	98%	98%
<b>17. Publication of Statement of Ownership</b>		

18. I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information on the form may be subject to criminal sanctions and/or civil sanctions.  
Jim Mathews, NARP President and CEO