
EXCERPTS
Feasibility Report on Proposed Amtrak Service
Chicago to Iowa City via Quad Cities

News Conference

Iowa City

April 18, 2008

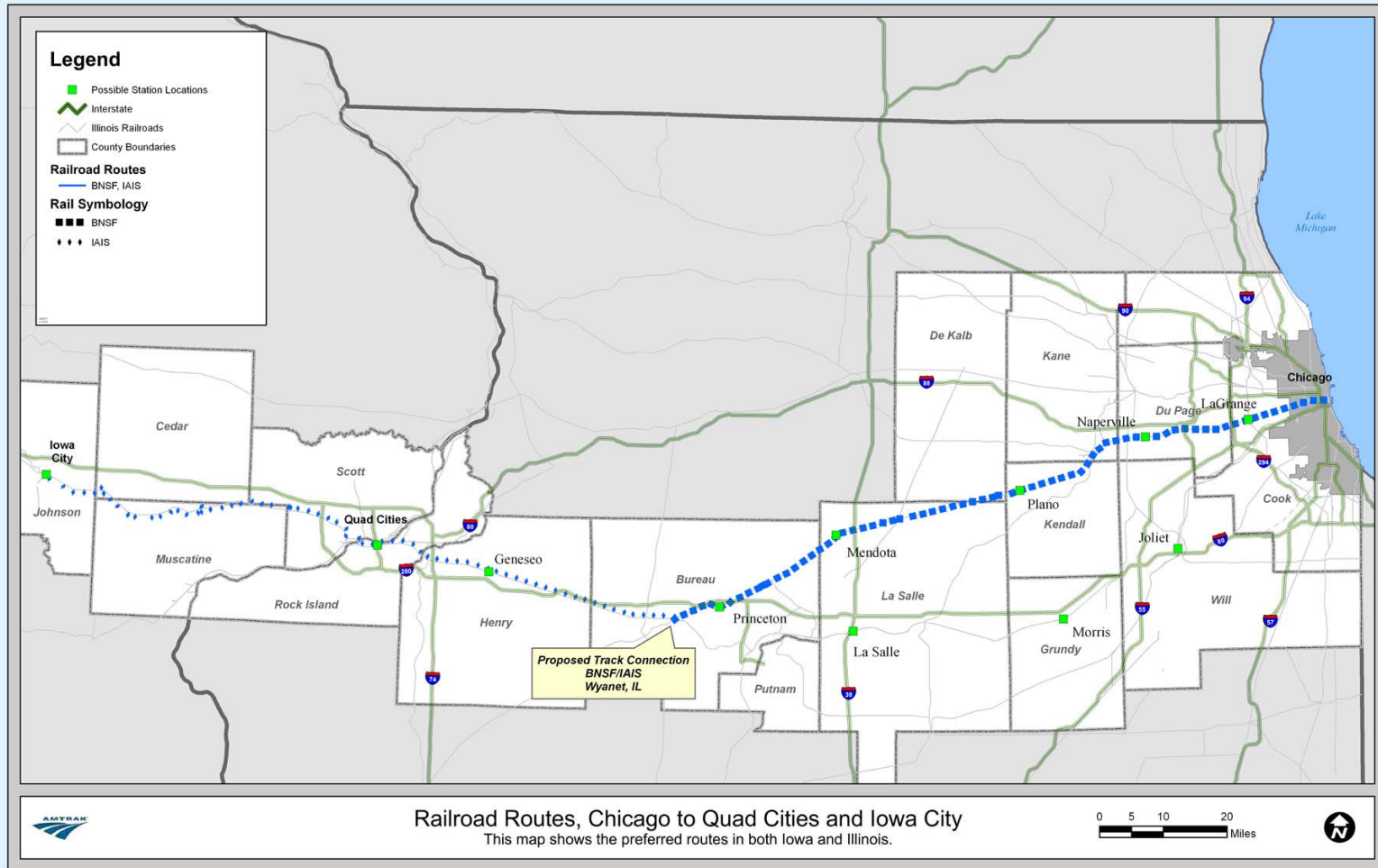
Introduction and Background

- On February 20, 2007, the Illinois Department of Transportation (Illinois DOT) formally requested a feasibility study by Amtrak of service to the Quad Cities, which has never been served directly by Amtrak and lost its passenger service by the Rock Island Railroad in 1978.
- On April 3, 2007, the Iowa Department of Transportation (Iowa DOT) formally requested an addendum to the IDOT study by extending service from the Quad Cities to Iowa City, which has never been served directly by Amtrak and lost its service by the Rock Island Railroad in 1970.
- The Iowa City area has a growing population and is nationally recognized for its hospitals and schools at the University of Iowa.

Introduction and Background

- The specific infrastructure improvement proposals, draft schedules and other railroad-related issues have not been negotiated or agreed to with the host freight railroads, and reflect only the findings and best judgment recommendations of the study team.
- Response to the report from the likely host railroads has been favorable.
- Two alternative routes were identified as potentially feasible for establishment of Amtrak service between Chicago and the Quad Cities. Illinois DOT favors the shortest and most direct route, on the BNSF Railway and Iowa Interstate Railroad.
- The most direct rail route between the Quad Cities and Iowa City is via the Iowa Interstate Railroad.

Proposed Routes



Proposed Route (Illinois and Iowa segments consolidated)

	<u>As-is</u>	<u>60 mph</u>	<u>79 mph</u>
Scheduled Running Times (hr:min)			
Illinois segment	4:00	3:35	3:20
Iowa segment	<u>2:20</u>	<u>1:57</u>	<u>1:38</u>
Totals	6:20	5:32	4:58
Estimated Annual Ridership (two daily round trips)			
Illinois segment	90,000	102,700	110,800
Iowa segment	<u>43,800</u>	<u>60,700</u>	<u>76,100</u>
Totals	133,800	163,400	186,900
"Order of Magnitude" Capital Cost (\$millions)			
Illinois segment	\$5.6	\$13.8	\$22.4
Iowa segment (includes layover facility)	<u>\$0.3</u>	<u>\$26.1</u>	<u>\$32.5</u>
Totals	\$5.9	\$39.9	\$54.9

Proposed Route (Illinois and Iowa segments consolidated)

	<u>As-is</u>	<u>60 mph</u>	<u>79 mph</u>
Estimated Annual Revenue (\$millions)			
Illinois segment	\$2.1	\$2.4	\$2.6
Iowa segment	<u>\$1.2</u>	<u>\$1.7</u>	<u>\$2.2</u>
Totals	\$3.3	\$4.1	\$4.8
Estimated Annual Operating Expense (\$millions)			
Illinois segment	\$8.4	\$8.4	\$8.5
Iowa segment	<u>\$2.1</u>	<u>\$1.9</u>	<u>\$2.3</u>
Totals	\$10.5	\$10.3	\$10.8
Estimated Combined State Contract Cost			
Chicago – Quad Cities – Iowa City (\$millions)	\$ 7.2	\$ 6.2	\$ 6.0

- There are a number of up-front expenses that would be incurred by Amtrak should the route be funded, including:
 - Coach rehabilitation (\$4.2 to \$6.3 million).
 - Personnel recruitment and training, radio equipment, uniforms for on-board personnel, etc. (\$1.1 million).
- Current Amtrak coach supply is extremely tight.

- There are limited station facilities along any of the route alternatives. The report assumes downline station facilities will be provided by parties other than Amtrak, with local communities desiring station stops providing such facilities and ongoing maintenance, including:
 - Platforms.
 - Parking.
 - Waiting areas.
- The U.S. DOT has generated a proposed rulemaking covering revised A.D.A. station platform requirements that can impact station platform design/construction.

Proposed Amtrak Service: Chicago-Iowa City via Quad Cities

- The approximate cost of upgrading the railroad infrastructure to accommodate passenger train speeds is \$5.9 to \$54.9 million, over the shortest, fastest and least costly of the potential routes, not including expenses for railcars and locomotives, and local costs of providing stations.
- Annual ridership on the most promising route is estimated to be nearly 187,000, if improvements are made allowing maximum speeds of 79 mph and based upon two daily round trips.
- The annual state operating cost to be shared by Iowa and Illinois is \$6 to \$7.2 million.
- Chicago-Iowa City travel times of about five hours are possible at maximum operating speeds of 79 mph and would be competitive with motor vehicle travel.

Proposed Amtrak Service: Chicago-Iowa City via Quad Cities

Route: **BNSF - IAIS**

Daily

79 mph maximum operating speed

Chicago...Naperville...Mendota...Princeton...Geneseo...Moline...Iowa City

<u>Morning Westbound</u>	<u>Evening Westbound</u>					<u>Morning Eastbound</u>	<u>Evening Eastbound</u>	
9:30 AM	6:30 PM	↓	Dp	Chicago, IL CT	Ar	↑	12:00 PM	10:00 PM
R 9:47 AM	R 6:47 PM		Dp	La Grange Road, IL	Dp		D 11:32 AM	D 9:32 PM
R 10:04 AM	R 7:04 PM		Dp	Naperville, IL	Dp		D 11:17 AM	D 9:17 PM
10:29 AM	7:29 PM		Dp	Plano, IL	Dp		10:53 AM	8:53 PM
10:57 AM	7:57 PM		Dp	Mendota, IL	Dp		10:25 AM	8:25 PM
11:19 AM	8:19 PM		Dp	Princeton, IL	Dp		10:05 AM	8:05 PM
12:14 PM	9:14 PM		Dp	Geneseo, IL	Dp		9:12 AM	7:12 PM
12:52 PM	9:52 PM		Dp	Moline, IL	Dp		8:40 AM	6:40 PM
2:28 PM	11:28 PM		Ar	Iowa City, IA	Dp		7:02 AM	5:02 PM

R – LaGrange Road and Naperville Westbound – Stops only to receive passengers
 D – Naperville and LaGrange Road Eastbound – Stops only to discharge passengers