



IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS

EXTRA!

****** APRIL 2008 ******

Amtrak feasibility study of passenger train service from Quad Cities to Iowa City released April 18, 2008



Iowa DOT Director Nancy Richardson

More than 100 persons met at the Iowa Memorial Union, University of Iowa, Iowa City, Iowa on April 18, 2008.

This group came for the release of the Amtrak feasibility study of passenger train service from the Quad Cities to Iowa City.

Iowa DOT Director, Nancy Richardson said, “This project is an excellent example of the type of public-private partnership that will be essential to sustaining and expanding this country’s multi-modal transportation network.”

Richardson quoted Iowa Governor Chet Culver as saying, “Regional intercity passenger rail service is a positive alternative to highway and air travel. Rail service has tremendous advantages in terms of reducing our dependence on fossil fuels and foreign sources of oil, slowing the growth of highway congestion and associated pollution, energy conservation and lifestyle enhancement through improved mobility for persons who either cannot or simply do not want to drive or fly. That’s why passenger rail service has a bright future in America and why we are going to have to give it a higher priority in moving people in Iowa.”

Speakers included: Iowa City Mayor Regenia Bailey, Davenport Mayor Pro Tem Alderman Barney Barnhill, Policy Director and Chief Counsel to Governor Culver and Midwest Interstate Passenger Rail Commission (MIPRC) Commissioner Jim Larew, State Senator and MIPRC Commissioner Daryl Beall, Amtrak Senior Director-National State Relations Ray Lang, Amtrak Assistant Vice President of State and Commuter Partnerships Mike Franke and Iowa Interstate Railroad (IAIS) President and CEO Dennis Miller.

Larew said that more than 150 years ago, citizens of both Iowa City and Davenport were working towards passenger train service between the two cities. In order to make this a reality, citizens helped install the ties and track just before the January 1 scheduled start of service. He said today the citizens of both cities (and all the citizens of Iowa) need to work together to make this new passenger train service a reality.

A copy of the study is available at the following website:
www.iowadot.gov/amtrakstudy/.

Information on this study is on the following two pages.



Jim Larew, Office of the Governor



Iowa Senator Daryl Beall



Ray Lang, Amtrak



Mike Franke, Amtrak



Dennis Miller, IAIS

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 |
| <u>Iowa segment</u> | <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 |
| <u>Iowa segment</u> | <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 |
| <u>Iowa segment</u> | | | |
| (includes layover facility) | \$0.3 | \$26.1 | \$32.5 |
| Totals | \$5.9 | \$39.9 | \$54.9 |

| | <u>As-is</u> | <u>60 mph</u> | <u>79 mph</u> |
|--|--------------|---------------|---------------|
| Estimated Annual Revenue (\$millions) | | | |
| Illinois segment | \$2.1 | \$2.4 | \$2.6 |
| <u>Iowa segment</u> | <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 |
| <u>Iowa segment</u> | <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 |
|--|--------|--------|--------|

79 mph via BNSF-IAIS
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 |

IARP GOALS

- Continued support of the *California Zephyr*
Work with *California Zephyr* support group
- Continued support of the *Southwest Chief*
- Work to establish service between Dubuque and Chicago
- Work to establish service between Iowa City, Quad Cities and Chicago.

Supporting all these routes give Iowans more transportation choices

NEXT IARP MEETING
Will be
Saturday, June 21, 2008

Kearney's
Carlisle, Iowa

A newsletter in May will give additional information

Contact us at: www.iowarailpassengers.org
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