



CHICAGO TO COUNCIL BLUFFS-OMAHA Regional Passenger Rail System Planning Study

December 2012

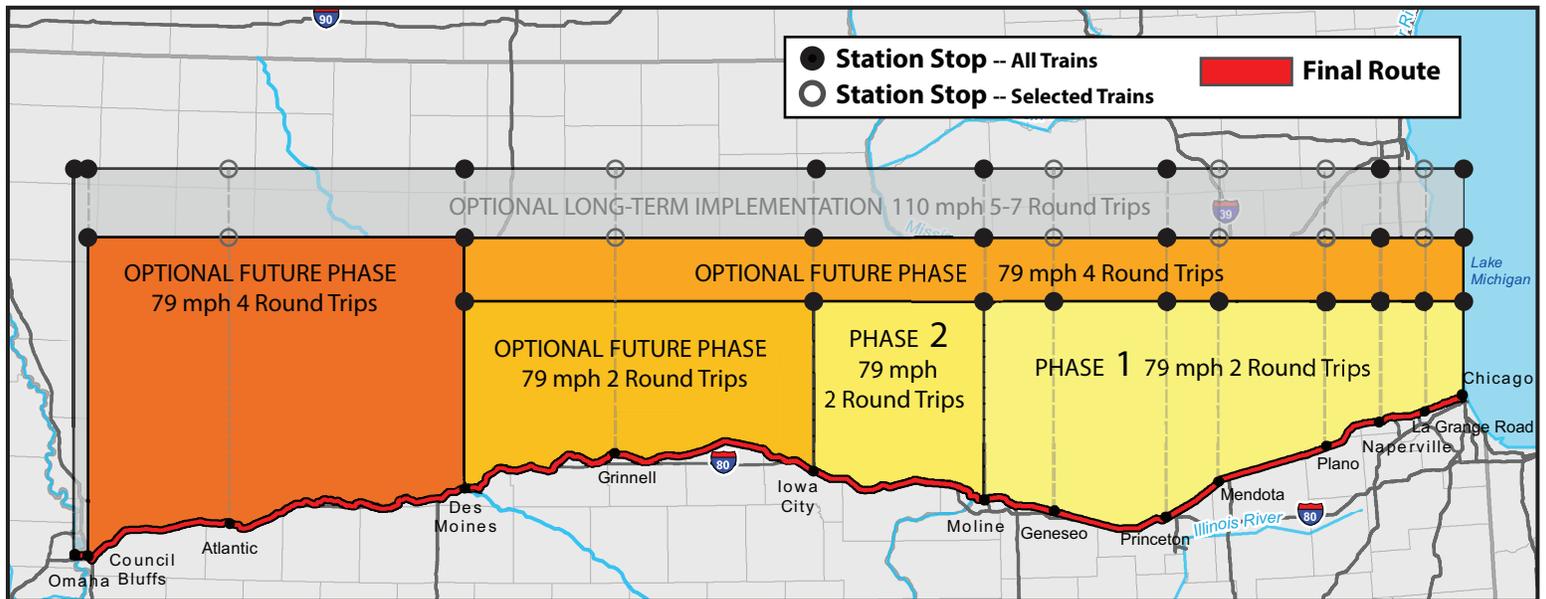
DRAFT

Pending FRA approval of Environmental Impact Statement and Service Development Plan

Implementation Strategy

A strategy to implement intercity regional passenger rail service between Chicago and Omaha has been developed by the Iowa Department of Transportation. This strategy seeks to expand the service geographically across Iowa first, and then expand frequency and speed to increase ridership and revenue.

The implementation is anticipated to begin with two round trips per day from Chicago to Moline at a maximum speed of 79 mph. This first segment of the service is currently undergoing final planning for implementation by Illinois and is independent of future phases. Future phases extend the service westward from Moline to Iowa City, to Des Moines, to Council Bluffs, and then Omaha. Details for each phase of the implementation strategy are found on the next page.



Note:

Cost estimates are very high-level and preliminary. Further conceptual engineering during the final phase of the Chicago to Council Bluffs-Omaha Regional Passenger Rail System Study will help refine cost estimates. The study is anticipated to be complete by summer 2013.

Get on Board

Phase 1: 2015 Implementation

Chicago to Moline: two round trips

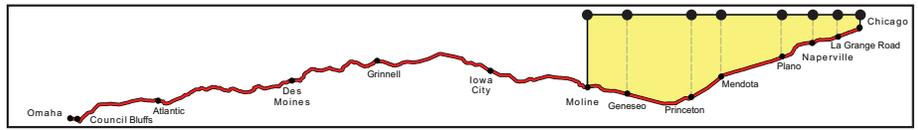
Travel time: 3 hours (one way)

Maximum speed: 79 mph

Forecast 2015 annual ridership: 127,000 (Source: Amtrak Forecast, 2008 Chicago-Quad Cities Study, Schedule A3*)

Train sets required: two

Implement two round trips daily, between Chicago and Moline. This phase is currently being implemented by Illinois DOT. These trains are intended to be all-stops trains.



Cost Distribution (in millions)	Federal	Iowa	Illinois
Implementation Capital Cost	\$177	\$0	\$45
Annual Operating Cost	\$0	\$0	\$10

Phase 2: Near-term implementation

Chicago to Iowa City: two round trips

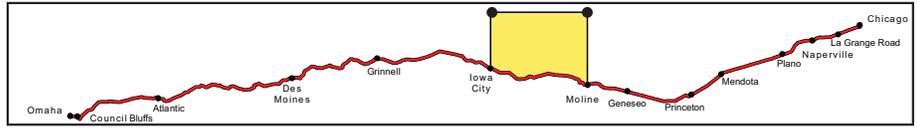
Travel time: 4 hours 20 minutes (one way)

Maximum speed: 79 mph

Forecast 2017 annual ridership: 257,000 (Source: Amtrak Forecast, Iowa DOT Chicago-Iowa City 2010 ARRA Grant Application, updated by Amtrak Aug. 2, 2010*)

Train sets required: two (no additional train sets required)

Extend the two round trips daily implemented in Phase 1 from Moline to Iowa City. Capital costs for this phase have been granted by the FRA on a cost sharing basis. There are no intermediate stops contemplated between Moline and Iowa City.



Cost Distribution (in millions)	Federal	Iowa	Illinois
Implementation Capital Cost	\$53	\$35 cost share TBD	\$45
Annual Operating Cost	\$0	TBD	TBD

Incremental service improvements will be made in later implementation phases, depending on needs and funding.

Ultimate service could include up to seven round trips to Des Moines, five round trips to Omaha, and a maximum speed of 110 miles per hour.

Optional future phase

Chicago to Des Moines: two round trips

Travel time: 6 hours (one way)

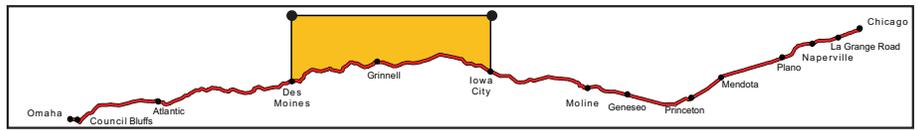
Maximum speed: 79 mph

Forecast 2022 annual ridership: 460,000 (Source: AECOM Forecast July 2, 2012*)

Train sets required: two (no additional train sets required)

Extend the two round trips daily between Chicago and Iowa City of Phase 2, to Des Moines.

These trains would not stop at Grinnell.



Implementation Capital Cost	\$240M to \$370M
Annual Operating Cost	To Be Determined

Implementation dependent on 80% federal funding and 20% state funding

Optional future phase

Chicago to Des Moines: four round trips

(two trains Local, two trains Express)

Travel time: 6 hours (one-way)

Maximum speed: 79 mph

Forecast 2025 annual ridership: 532,000 (Source: AECOM Forecast Sept. 7, 2012*)

Train sets required: four (two additional train sets required)

Add two additional round trips daily between Chicago and Des Moines. Two trains would be express trains, skipping stops at Grinnell, Geneseo, Mendota, Plano and La Grange Road. Two trains would be local trains. The schedule would be redesigned to optimize these trains for long-haul travel between Des Moines and Chicago.



Implementation Capital Cost	\$100M to \$150M
Annual Operating Cost	To Be Determined

Implementation dependent on 80% federal funding and 20% state funding

Optional future phase

Chicago to Council Bluffs: four round trips

(two trains local, two trains express)

Travel time: 8 hours 15 minutes (one-way)

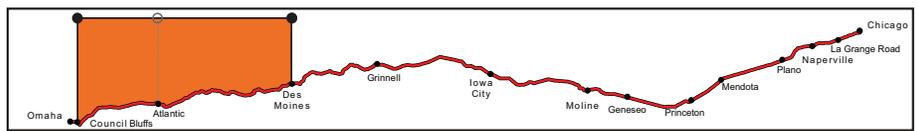
Maximum speed: 79 mph

Forecast 2030 annual ridership: 783,000 (Source: AECOM Forecast Sept. 7, 2012*)

Train sets required: four (no additional train sets this phase)

Extend four round trips daily from Des Moines to Council Bluffs.

The two express trains would not stop at Atlantic.



Implementation Capital Cost	\$190M to \$290M
Annual Operating Cost	To Be Determined

Implementation dependent on 80% federal funding and 20% state funding

Optional long-term implementation

Chicago to Des Moines: seven round trips total

(combination of local and express)

Chicago to Omaha: five round trips

(combination of local and express)

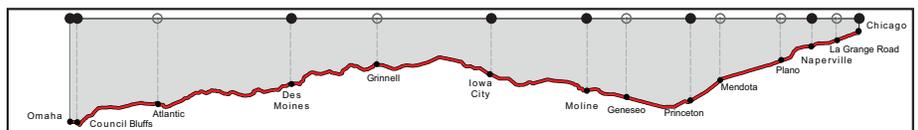
Travel time: 7 hours 15 minutes (one way)

Maximum speed: 110 mph

Forecast 2040 annual ridership: 1,976,000 (Source: AECOM Forecast Sept. 7, 2012*)

Train sets required: eight (four additional train sets required)

The speed and frequency of round trips would increase with subsequent implementation phases up to a maximum of 110 mph and seven round trips per day from Chicago to Des Moines, with five of the round trips extending from Chicago to Omaha. The ultimate proposed implementation would be realized over many years of phased implementation, as federal and state funds are allocated to the project.



Implementation Capital Cost	To Be Determined
Annual Operating Cost	To Be Determined

Implementation dependent on 80% federal funding and 20% state funding

*Note: In all forecasts, an annual growth rate of 2 percent, compounded, is used to convert target year of forecast to anticipated year of implementation.