

Passenger Rail for Iowa

A Briefing for the Iowa Mass Transit Study Committee

November 14, 2008

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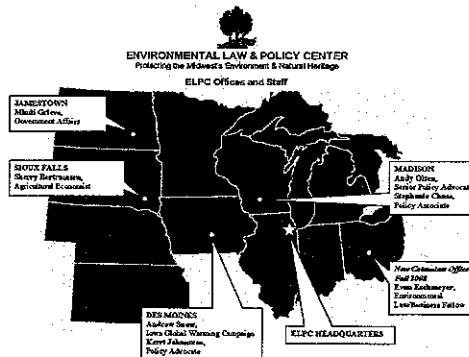
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Environmental Law & Policy Center

ELPC

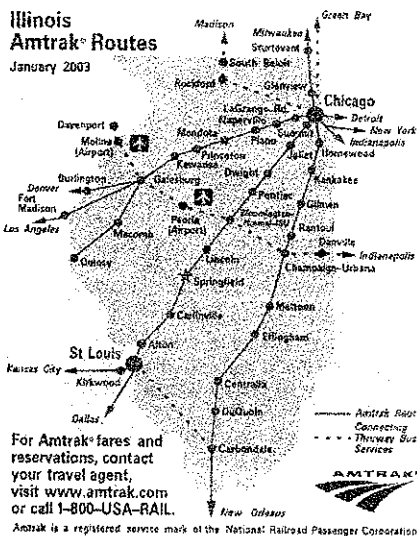
- 40 staff
- 6 offices
- \$6 million budget
- Promoting economic development & environmental protection



Passenger rail for Iowa

- The Illinois experience
- What it means for Iowa
- The “big” (Midwest) picture

Illinois Rail Service



Four State-funded Routes:

Chicago-Carbondale
Chicago-Spfld.-St. Louis
Chicago-Quincy
Chicago-Milwaukee

50+ daily trains to/from Chicago

7 round-trips to Milwaukee
3 to Detroit
3 to St. Louis
40 more once-a-day trains

Broad IL Coalition for Expansion

- 300 municipal officials
- 30 chambers of commerce
- 12 University Presidents
- AFL-CIO
- environmentalists

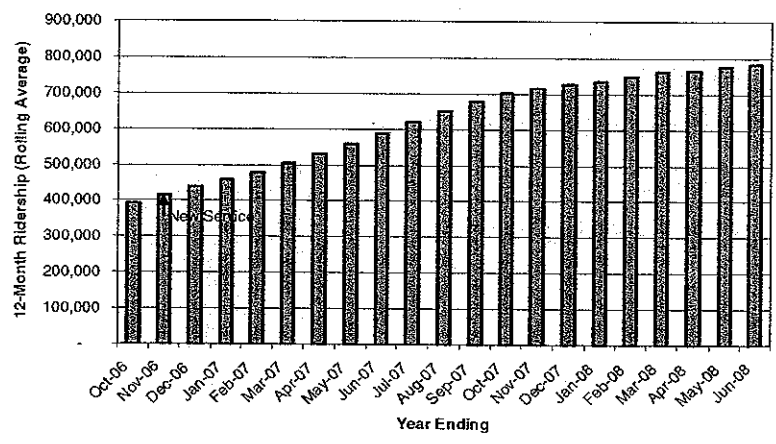


2006 Expansion: First in Decades

- Appropriation for Amtrak service doubled
- So did Amtrak's daily schedule
 - 5 Chicago-St. Louis trains (up from 3)
 - 3 Chicago-Carbondale trains (up from 2)
 - 2 Chicago-Quincy trains (up from 1)
- Have people ridden them?

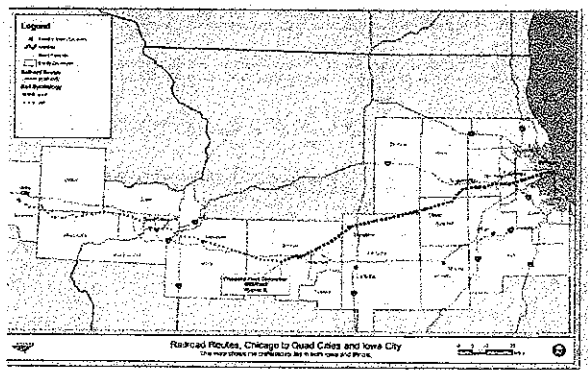
Ridership Doubled!

(Ridership on Illinois state supported trains)



Next Stop: Iowa

- Chicago-Quad Cities-IA City Study
- Extension to Des Moines – next year



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



State funding for Capital Costs

- MI: \$56 million in state funds has leveraged \$48 million in other investments
- WI: \$80 million available in state bond funds to Madison-Milwaukee HSR
- IL: Committed/spent \$104 million, leveraging \$55 million federal, \$42 million private funds. In addition, state has \$150 million for grade crossings

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	<u>\$ 6.0</u>

Split between IL & IA



State Funding for Operating Costs

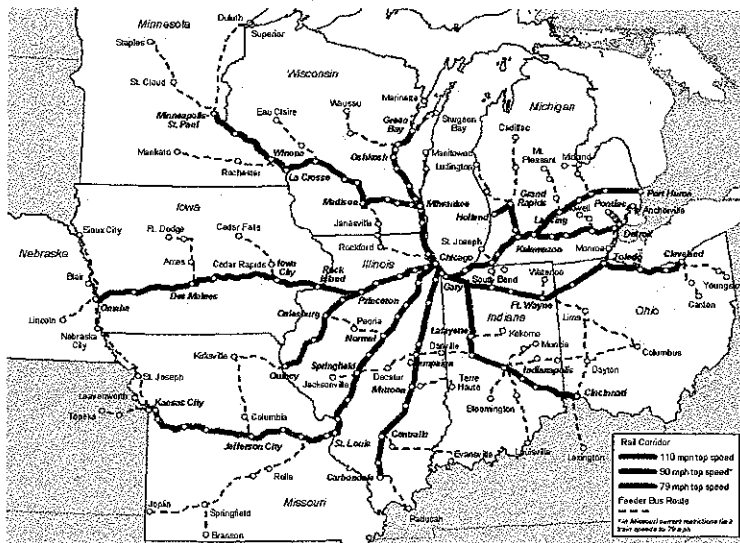
- Illinois: \$28 million/yr for 28 trains/day
- Michigan: \$6 million/yr for 4 trains/day
- Wisconsin: \$7 million/yr for 14 trains/day
- Missouri: \$7.4 million/yr for 4 trains/day
- California: \$76 million/yr for 68 trains/day

The Big Picture: MWRRI

- Nine-state collaboration with Amtrak and the Federal Railroad Administration



Recommended Network

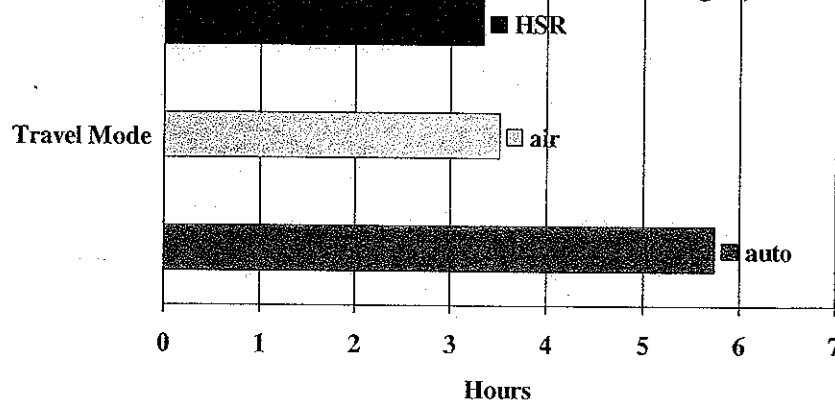


Benefits

- Mobility and Comfort
- Congestion relief
- Cleaner Environment
- Economic Development
- New Jobs

Travel Time Comparison

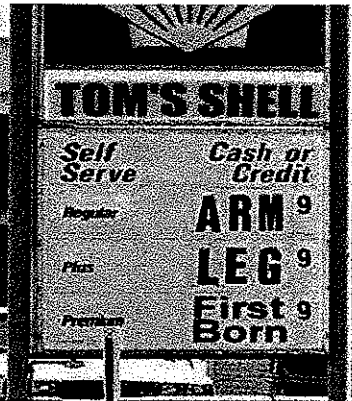
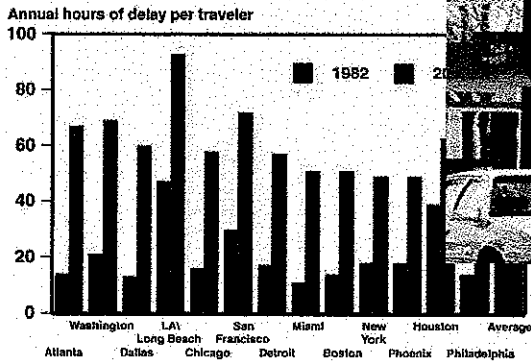
(Door-to-door; St. Louis - Chicago)



The Current System Doesn't Work

- Rising cost in time and money

Worsening Highway Congestion



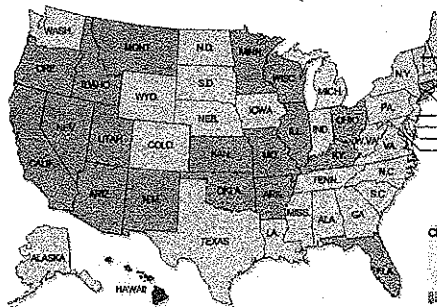
Air Travel Isn't Any Better

Airline schedule changes at 300 U.S. airports

States are seeing reduced capacity on domestic flights out of their airports, with the biggest cuts coming this fall. November schedule shows domestic capacity down 10.2%. Roll over a state to see the change in total seats for all airports within that state, along with changes for its top airports.

Examine state by state

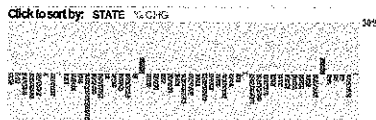
Percentage change in seats on departing domestic flights, November 2008 vs. November 2007. Based on USA TODAY analysis of preliminary airline schedule data from OAG - Official Airline Guide as of August 4, 2008.

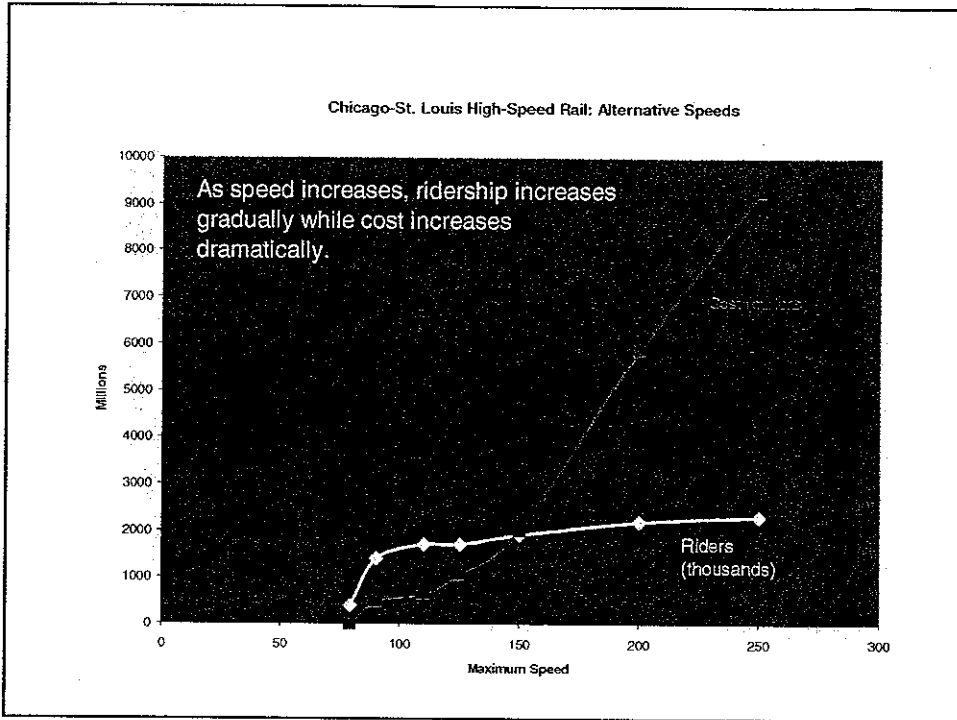


Large airports with big losses

-27.1%	Honolulu Oahu*
-25.0%	Oakland
-23.2%	Cincinnati
-22.8%	Kansas City
-17.1%	Chicago (Midway)
-15.8%	Las Vegas
-15%	Milwaukee
-14.8%	Raleigh/Durham
-14.5%	Santa Ana (John Wayne)
-14.2%	Crittend
-14.1%	Sacramento
-13.8%	Salt Lake City
-13.4%	Chicago (O'Hare)
-13.2%	Los Angeles
-13.1%	St. Louis

*Loss of this decrease in service from Honolulu to other Hawaiian Islands. Service from the newer 43 to Honolulu is down 13.7%.



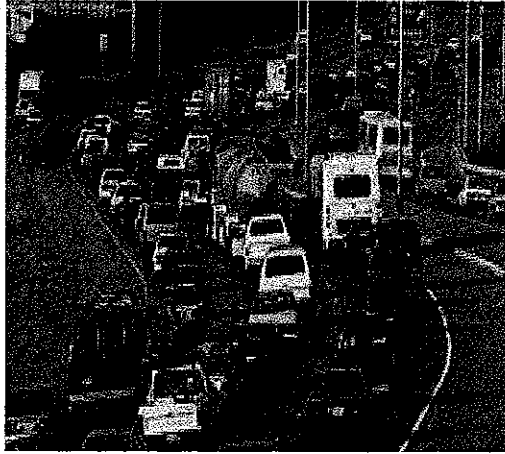


Environmental Benefits

- Less pollution than cars or planes
- 3x as energy efficient as cars; 6x as efficient as planes
- Save 7.5 million gallons of gas/year on Chicago-St. Louis line

Congestion Relief

- New highways will never be built into downtown Chicago
- One railroad track = ten highway lanes of capacity
- Midwest HSR will save \$2.0 billion in congestion



New Jobs

Just building first phase generates:

- **15,260** jobs during construction
- **2,090** jobs during operations

Economic Development

Passenger Rail:

- pulls jobs, people and business toward downtown stations
- promotes intra-regional trade and tourism
- brings smaller cities closer to big cities
- Strengthens our region's ability to compete in the global economy

