



Rail coalition thanks Durbin for assistance

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Press release submitted by Quad Cities Passenger Rail Coalition

QUAD CITIES - The Quad Cities Passenger Rail Coalition (“QC Rail”) announced the completion of a feasibility study for Amtrak passenger rail service from the Quad Cities to Chicago. On Monday, January 7th, the Illinois Department of Transportation (DOT) released the completed [Amtrak feasibility study](#).

“QC Rail thanks U.S. Senator Dick Durbin for his leadership in the effort to restore passenger rail service to the Quad Cities,” said Jim Bohnsack, Quad Cities Passenger Rail Coalition’s Chairman. “The Quad City region is grateful to have Senator Durbin as a leading advocate for restored service. Amtrak and IDOT have worked hard over the past year to provide details for the Quad Cities route.”

In January 2007, Senator Dick Durbin convened a meeting in the Quad Cities with Amtrak and IDOT to discuss restored passenger rail service. In February 2007, IDOT requested Amtrak conduct a feasibility study for the Quad Cities to Chicago route, which is now complete. The Amtrak feasibility study analyzes passenger rail service between the Quad Cities to Chicago, including route analysis, construction cost, ridership estimates, running time, revenue, operating expenses, necessary subsidies.

The Amtrak Study analyzed two potential routes from Chicago to the Quad Cities.

Route A: Quad Cities-Naperville-Chicago via IAIS-BNSF-Amtrak

Route B: Quad Cities-Joliet-Chicago via IAIS-CSXT-Metra/Rock Island District-CN-Amtrak

The following are the route details for 79 mph service with 2 daily roundtrip departures from the Quad Cities and Chicago (Note: Capital cost does not include rolling stock or stations – please see the feasibility report for a description of this cost):

Route A:

Capital Cost: \$22.7 million

Ridership: 110,800

Running Time: 3 hours, 20 minutes
Annual Revenue: \$2.6 million
Annual Operating Expenses: \$8.5 million
Estimated Annual Subsidy: \$5.9 million
Construction Time: 2 years

Route B:

Capital Cost: \$94.1 million
Ridership: 84,300
Running Time: 4 hours, 46 minutes
Annual Revenue: \$2.1 million
Annual Operating Expenses: \$8.4 million
Estimated Annual Subsidy: \$6.3 million
Construction Time: 3 years

“The Amtrak feasibility study provides the necessary details to continue QC Rail’s advocacy efforts. The Quad Cities community has rallied around restored service and this study identifies one clear route for us to focus our attention. The Quad Cities-Naperville-Chicago via IAIS-BNSF-Amtrak (Route A) provides a clear advantage with lower construction costs, higher ridership estimates, faster service, and a shorter construction period. The Quad Cities Passenger Rail Coalition will advocate to make this a reality as soon as possible. We look to the Illinois Legislature and Congress to help fund restored passenger rail service.”

“2007 was a great year for passenger rail service in Illinois and the Quad Cities, said Paul Rumler of the Quad Cities Passenger Rail Coalition. “The completion of this Amtrak feasibility study makes 2008 look even better. Illinois has experienced skyrocketing ridership rates in the past year providing a great return on investment. This study proves the Quad Cities to Chicago route will make a great addition to Illinois passenger rail system. The Quad City region will benefit from passenger rail for business, leisure, and commuter travel as well as the associated impact on regional commerce, environment, and quality of life. Now we need funding - Illinois’ Capital Bill with funding for Quad Cities passenger rail is a regional priority.”

“The Quad Cities Passenger Rail Coalition has succeeded in raising awareness of restoring passenger rail service in the Quad Cities,” said Jim Bohnsack. “This success is a result of the coalition’s active and enthusiastic staff, steering committee, and over 2800 supporters. We will need their continued involvement to push for funding.”

The Quad Cities Passenger Rail Coalition continues to lead the advocacy effort to restore passenger rail service in the Quad Cities. Ever since the Coalition was organized in May 2007, support has continued to grow. Currently, support for the QC Rail Passenger Rail Coalition has reached over 2800 members from the Quad City region including over 85 businesses, labor and community organizations, and governmental entities that have signed on as official supporters.

The Coalition has made great strides over the past year by working with area legislators, community, labor and business leaders, and passenger rail advocates to bring restored service closer to reality. Organized as an initiative of the Illinois Quad City Chamber’s Blueprint 2010,

the Coalition thrives on the excitement and support from its active Steering Committee members and Coalition supporters.

The vision of QC Rail is restored passenger rail service from the Quad Cities to Chicago. A thriving metropolitan area of 400,000 residents, the Quad City region is the next most logical addition to the passenger rail system. However, this is just the beginning. Once the Quad Cities receives service, QC Rail believes connecting to Iowa City, Des Moines, and Omaha is a feasible venture.