



# Amtrak Fact Sheet, Fiscal Year 2009

## State of Iowa

---

### Amtrak Service & Ridership

Amtrak operates two long-distance trains through Iowa:

- The *California Zephyr* (daily Chicago-Burlington-Osceola-Denver-San Francisco Bay Area)
- The *Southwest Chief* (daily Chicago-Fort Madison-Kansas City-Los Angeles)

During FY09 Amtrak served the following Iowa locations:

<u>City</u>	<u>Boardings + Alightings</u>
Burlington	7,487
Creston	4,831
Fort Madison	7,813
Mount Pleasant	15,176
Osceola	19,423
Ottumwa	11,556
<b>Total Iowa Station Usage:</b>	<b>66,286</b>

### Procurement/Contracts

Amtrak expended \$357,867 for goods and services in Iowa in FY09, most of it in Des Moines.

### Employment

At the end of FY09, Amtrak employed 7 Iowa residents. Total wages of Amtrak employees living in Iowa were \$495,438 during FY09.

### Expansion Planning

Amtrak Strategic Partnerships and Business Initiatives delivered the results of a route feasibility study requested by the Illinois Department of Transportation. Capital construction costs were estimated at between \$32 million and \$55 million, depending on the route, to resume passenger rail service between Chicago, Rockford, Freeport, Galena and Dubuque. Ridership was estimated at 74,500 annually for the best route option, providing \$1.5 million in revenue at a \$4.4 million annual cost. Iowa officials were briefed on the advantages of passenger rail service.

The success of service expansions in Illinois has helped to increase interest in the potential of passenger rail service in Iowa, including within the Iowa Department of Transportation. Iowa requested that a study of the feasibility of service between Chicago and Iowa City be conducted in conjunction with the Illinois-requested Chicago-Quad Cities study. The study results were delivered in 2008 estimating basic infrastructure improvement costs along the Iowa route segment at \$32.5 million, with 76,100 additional annual riders.

Amtrak provided staff resources to support an Intercity Passenger Rail Grant application submitted by the Iowa and Illinois Departments of Transportation to the Federal Railroad Administration (FRA). This request for \$257 million in American Recovery and Reinvestment Act (ARRA) funds would be for track rehabilitation, connections, signal upgrades, rolling stock acquisition and station development needed for establishment of Iowa City to Chicago service.

Amtrak also supported Iowa's application to the FRA for \$2 million for further planning work on an extension of the Iowa City route through Des Moines to Council Bluffs and Omaha and \$44 million for capacity upgrades to reduce congestion along the route of the *California Zephyr* through the southern part of the state.

Separately, Iowa DOT has asked Amtrak to study the feasibility of further extending service west from Iowa City to Des Moines and for an extension of the Chicago-Dubuque route west to Waterloo.

Amtrak is a member of both the Iowa Rail Advisory Committee and the Iowa Passenger Rail Advisory Committee. The Passenger Rail Advisory Committee is tasked with providing feedback as the State develops a state-wide passenger rail plan.

### **Station Improvements**

Amtrak is working with the City of Fort Madison to relocate its station stop from the west side of town back to the historic downtown station that also is home to the North Lee County Historical Museum. The City continues to pursue grant funding to finance the relocation and necessary construction to accommodate the move.

The City of Osceola constructed new railroad offices for the BNSF Railway, in exchange for the former Burlington Route depot, which is used by Amtrak. The City obtained \$500,000 in transportation grants to use for exterior, parking, platform, fencing, and lighting enhancements to the historic structure. Amtrak is working with City officials to bring these plans, including future interior improvements, to fruition. A new information kiosk, providing train schedules, ticketing, safety and security information, and an enhanced level of Amtrak brand visibility was installed at the Osceola station. The Jefferson Lines intercity bus service has joined Amtrak at the Osceola station, creating a truly intermodal station. Exterior stabilization and rehabilitation work are in progress at station.

### Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Iowa include:

Burlington	Mobility First	\$ 51,600
Creston	Mobility First	\$ 29,300
Fort Madison	Information kiosk	\$ 11,000
Fort Madison	Mobility First	\$ 33,000
Mount Pleasant	Mobility First	\$ 125,500
Osceola	Mobility First	\$ 90,700
Ottumwa	Mobility First	\$ 61,200
<b>Total Iowa ARRA funds:</b>		<b>\$ 402,300</b>