City Manager Patrick Urich discussed the 2011 feasibility study that estimated $134 million to run a railway system from East Peoria to Normal. (see attached summary) In 2013, a Tiger Grant was unsuccessful and Amtrak decided to look at the bus service to connect from Peoria to the Bloomington Amtrak. It is estimated that 27,200 annual riders come out of Peoria and leave from Bloomington. The concept is to combine the bus and train ticket. The discussion is about the bus shuttle using the CityLink station and also a Bradley stop for the students.

Director Mike Rogers discussed the history of the railroad in Peoria starting with the Rock Island lines in 1937. At that time, it was averaged that 90 people a day used the train. In 1978, the service stopped due to lack of use, poor rails and much needed repair for the coaches. The City needs to look at the infrastructure with viable means of transportation. People can walk or ride bikes to the railway.

Questions from audience:

1. How will this be different? The tickets will be integrated for the bus & train. Will this make the timetable better? Yes.
2. How many trips per day? Looking at two trips per day.
3. I work for Peoria Charter and we work 365 days a year. The company is flexible and operate to work with you. It leave out of Peoria Charter Plaza. We would like to be kept in the loop.
4. There is not a lot of parking at the CityLink and Bradley location. The City would look at partnering with some businesses for convenient parking and also use some of the City owned lots.
5. What is Bradley’s perspective on this? We have talked to them a bit.
6. In terms of scheduling, will you be able to take daytrips, such as to the Cubs? You would be able to catch the bus in the morning, the train and then catch the L and back again.
7. Why would Peoria not use Peoria Charter? We go to Midway and O’Hare and downtown.

Next stop is to send in written comments and share them with Amtrak.