



Regional Passenger Rail in Iowa a look at the future

Iowa's future leaders and businesses must be part of an emerging regional economy to flourish.

Regional intercity passenger rail is already playing a part in connecting the Midwest to serve today and tomorrow's citizens and economy.

Take a look at the future of regional passenger rail in Iowa and discover how it is feasible, competitive and economical.



An enhanced regional passenger rail system complements Iowa's existing multimodal transportation system. Continued air service consolidation, environmental considerations, fuel prices, and the desire by business and personal travelers to be "technologically connected" will continue to drive demand for passenger rail service in the region.

More information is available at www.iowadot.gov/chicagotoomaha



Get on Board

Chicago to Council Bluffs-Omaha Regional Passenger Rail Planning Study (results to date)



Passenger rail from Chicago to Council Bluffs-Omaha is ...

Feasible

- Preferred route determined using existing freight railroads with capacity to accommodate passenger rail
- Service options studied and built into long-term implementation plan
 - Maximum speeds from 79 to 110 mph
 - Service frequency from two to seven trips/day
 - Recommended station stops
- Ridership projections support the cross-Iowa rail service with annual projected ridership of 2 million in 2040 with full implementation

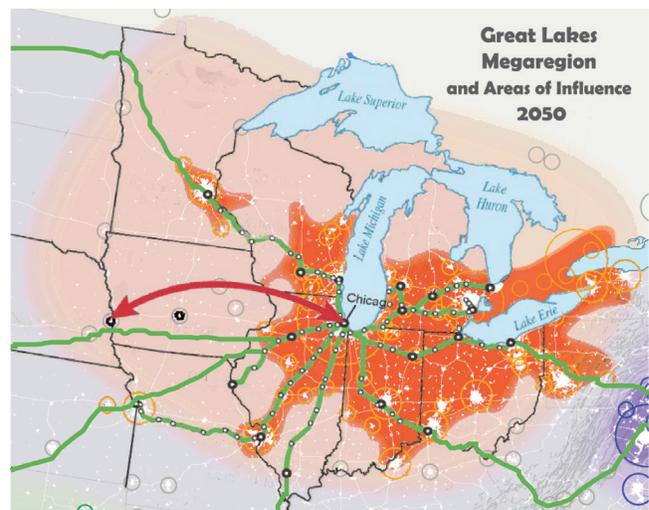
Competitive

- Increases economic competitiveness by connecting many of Iowa's population centers with the emerging Great Lakes Megaregion
- Travel times are competitive with other modes

Economical

- Fares are reasonable in relationship to other modes of travel
- Partnership including the federal government, State of Iowa, local governments and State of Illinois* will share the costs
- Long-term phased implementation keyed to increasing ridership and demand

* The State of Illinois is participating in the portion of the route within Illinois.



Iowa is currently under represented in the passenger rail system centered around the emerging Great Lakes Megaregion.

■ Megaregion
 ■ Area of influence
 ↔ Chicago to Council Bluffs-Omaha
— Current long-distance and intercity passenger rail routes

The first step toward a regional passenger rail system is the Chicago to Iowa City route (on page 2)

Chicago to Iowa City Regional Passenger Rail Route (recipient of \$230 million federal grant)



Passenger rail from Chicago to Iowa City is ...

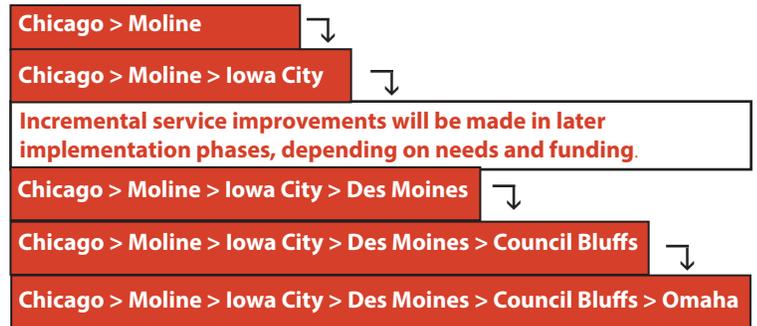
Feasible

- Preferred route determined using existing freight rail with capacity to accommodate passenger rail
- Planned service
 - Up to 79 mph maximum speed initially
 - Two trips per day initially
- Annual ridership projected at 257,000 in 2017; feeder bus routes will further increase ridership
- Ready to move forward with determination of low environmental impact; conceptual engineering complete

Competitive

- Iowa becomes part of a Midwest rail system connecting Iowa's metropolitan areas with the emerging Great Lakes Megaregion
- 90 percent on-time performance and reliability
- Travel time of 4 hours 20 minutes
- Improves rail infrastructure for both freight and passengers
- Meets the tech-savvy needs; and travel alternatives the next generation of Iowa's leaders will demand

Phased implementation



Economical

- 80 percent of the capital costs are secured through federal High-Speed Intercity Passenger Rail funds
- Illinois is committed to implement service from Chicago to Moline
- State-of-the-art new equipment is 100 percent federally funded
- Rail infrastructure to accommodate passenger rail can be built for \$2 million per mile, while the comparative cost to build two lanes of additional capacity to a rural highway expressway is \$5.8 million per mile
- Sustains and promotes economic development along route and in the vicinity of stations
- Increased business activity within Iowa estimated at \$125 million of new business revenues during four years of construction; nearly \$7 million annually for operations and maintenance jobs; other new business activity as a result of the service

How passenger rail stacks up ...

Chicago to Iowa City

	One-way travel time	Walk-up cost (round trip)
Auto	4 hours, 30 minutes	\$300
Bus	4 hours, 45 minutes	\$60
Air	4 hours, 10 minutes	\$680
Rail (79 mph)	4 hours, 20 minutes	\$60
Rail (110 mph)	3 hours, 30 minutes	To be determined

Chicago to Des Moines

	One-way travel time	Walk-up cost (round trip)
Auto	6 hours, 10 minutes	\$420
Bus	7 hours	\$70
Air	4 hours, 10 minutes	\$450
Rail (79 mph)	6 hours	To be determined
Rail (110 mph)	5 hours, 15 minutes	To be determined

Chicago to Council Bluffs-Omaha

	One-way travel time	Walk-up cost (round trip)
Auto	8 hours, 20 minutes	\$580
Bus	9 hours, 15 minutes	\$130
Air	4 hours, 20 minutes	\$450
Rail (79 mph)	8 hours, 15 minutes	To be determined
Rail (110 mph)	7 hours, 15 minutes	To be determined

Travel value/experience

	Same day business round trip possible?	Ability to work en route (use laptop, cell phone)	All weather reliability	On-time reliability
Auto	Yes*	Low	Low	Unknown
Bus	No*	Moderate	Low	Unknown
Air	Yes*	Low	Low	79 percent
Rail	Yes*	High	High	90 percent +

*Same day business trip not possible for origins west of Des Moines

Notes

Map of megaregions modified from a Regional Plan Association map.

Round-trip cost rounded to the nearest \$10.

One-way travel time rounded to the nearest 10 minutes for auto, air and rail.

Auto cost assumes round-trip distance at 55.5 cents per mile (Internal Revenue Service mileage rate), plus Illinois tolls and one-day cost of parking in Chicago loop.

Bus trip assumes maximum time and cost between MegaBus and Burlington Trailways; does not include parking cost.

Bus trip assumes no dwell time at the bus depot.

Air trip from Chicago to Iowa City assumes going through Cedar Rapids Eastern Iowa Airport, then an additional 30-minute drive to Iowa City. It does not include cost of a rental car for this segment the trip.

Air trip assumes travel time to include drive to airport, parking, shuttle bus to terminal, advance arrival before departure, flight time, collection of luggage and train to/from downtown Chicago.

Rail trip costs uses \$0.135/miles, based on current Amtrak Midwest pricing; does not include parking cost at trip origin; rail trip travel time does not include time to or from station; schedules are estimates.

Fares do not include taxes or baggage fees.

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