

IOWA PASSENGER RAIL



Passenger Rail in Iowa LOOKING TOWARD THE FUTURE

Trains, planes, automobiles, buses, and bikes; there are a number of ways to get from one place to another. Iowa now has the opportunity to expand its transportation system options by adding passenger rail service connecting several of our major cities.

Busy travelers in other parts of the country have already tapped into passenger rail travel as a way to reduce fuel consumption, relax and unwind during travel, or plug in and work while on a train. These benefits could soon find their way to those wanting to travel to, from, and within Iowa.



The need to travel throughout the region is growing, as many business and pleasure travelers see opportunities in Iowa and surrounding states.

Regional intercity passenger rail service from Chicago to Omaha is being studied by Iowa and from Chicago to Dubuque by Illinois to expand travel options.

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

More information:

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Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study

The opportunities presented by a Midwest intercity passenger rail system have been part of Iowa's transportation plans since 1996.

The most recent Iowa DOT study looked in-depth at the entire corridor from Chicago to Council Bluffs-Omaha. The study determined that intercity passenger rail from Chicago across Iowa is a good idea for a number of reasons.



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

Feasible

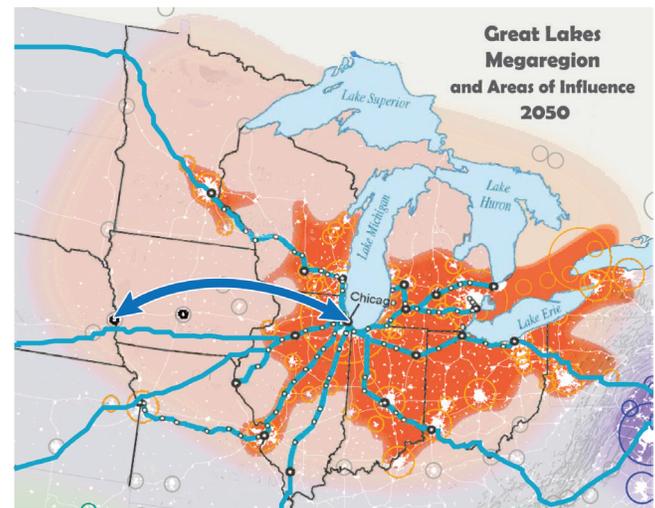
- Route uses existing freight railroads to add passenger rail
- Service characteristics studied included:
 - Maximum speeds from 79 to 110 mph
 - Trip frequency from two to seven trips/day
 - Recommended station stops
- Conservative projections support the cross-Iowa rail service with annual ridership at full implementation of 1.3 million passengers in 2040.
- Initial studies are complete, positioning Iowa for future federal funding opportunities.

Competitive

- Increases economic competitiveness by connecting many of Iowa's largest population centers with the emerging Great Lakes Megaregion
- Travel times are reasonable in comparison to other travel options.

Economical

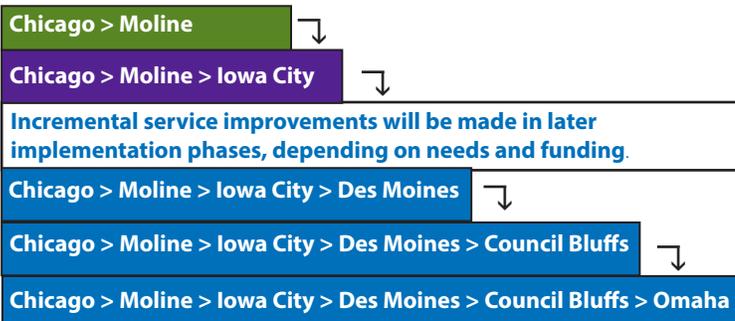
- Fares are reasonable in relationship to other modes of travel
- The federal government, State of Iowa, local governments, and State of Illinois (participating in the portion of the route within Illinois) will share the costs



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

Implementation



Illinois is moving forward with Chicago to Quad Cities service.

Extension of service to Iowa City is the first critical step toward expanding Iowa's intercity passenger rail network.

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Chicago to Iowa City Regional Passenger Rail Route



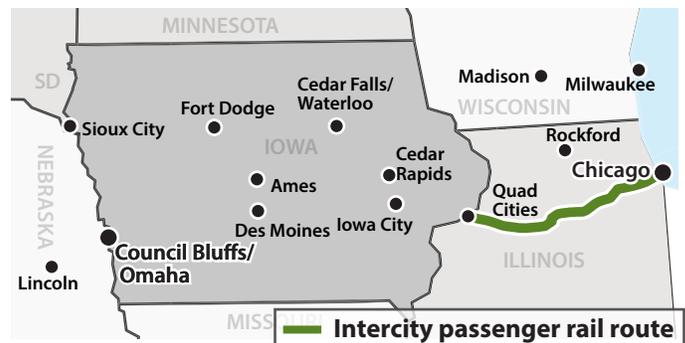
The Iowa and Illinois DOTs were jointly awarded \$230 million in federal High Speed Intercity Passenger Rail funds to establish intercity passenger rail service between Chicago and Iowa City (October, 2010). Since then, the Iowa and Illinois DOTs requested that the Federal Railroad Administration (FRA) split the award into two phases (October 2011).

Phase 1 - Chicago to Quad Cities

The Illinois DOT is leading the development of passenger rail service from Chicago and Moline. The FRA committed \$177 million to Illinois for the project.

Route characteristics

- Two daily round trips
- Initial maximum speed of 79 mph
- Route length of 162 miles
- New stations at Geneseo and Moline, Ill.; Stops at existing stations in Princeton, Mendota, Plano, Naperville, La Grange Road, and Chicago
- Trains operate primarily on existing tracks of BNSF and Iowa Interstate Railroad



Phase 2 – Quad Cities to Iowa City Extension

The Iowa DOT is leading the development of the passenger rail service extension from Moline to Iowa City. This is the first critical step toward Iowa's expanded intercity passenger rail service within Iowa. This would connect Iowans to the emerging Midwest intercity passenger rail network. The remainder of the 2010 federal funds (\$53 million) is available to Iowa for development of Phase 2, but is no longer sufficient for full implementation.

Route characteristics

- Two daily round trips
- Initial maximum speed of 79 mph
- Route length of 58 miles
- New station at Iowa City, Iowa
- Trains operate on existing tracks of Iowa Interstate Railroad tracks within Iowa



Completion of Phase 1 and Phase 2 will meet the demand for passenger rail services to Chicago. Ridership on the entire route is anticipated to be 300,000 passengers for 2017. By leveraging the investments of the FRA and the state of Illinois, and investing matching state funds, Iowa can take a major step forward in creating a passenger rail network that connects Iowans to each other and the country, making Iowa a more attractive place to live, work, and visit.

Imagine *your* future in Iowa where

... **as a businessperson**, hop on the train, make it to a meeting or visit clients in Chicago, and be home before bedtime. You could spend your travel time on your laptop or cell phone to conduct business on the way to and from Chicago.

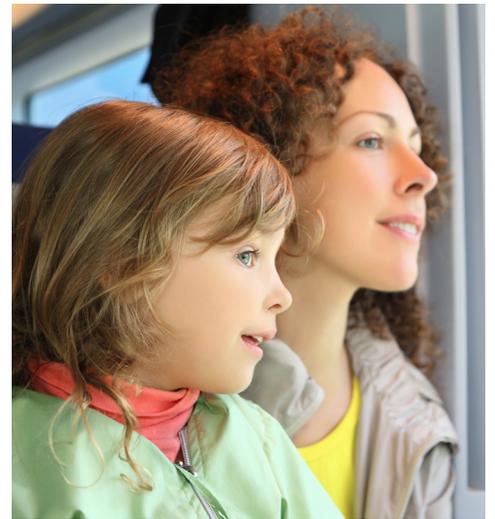
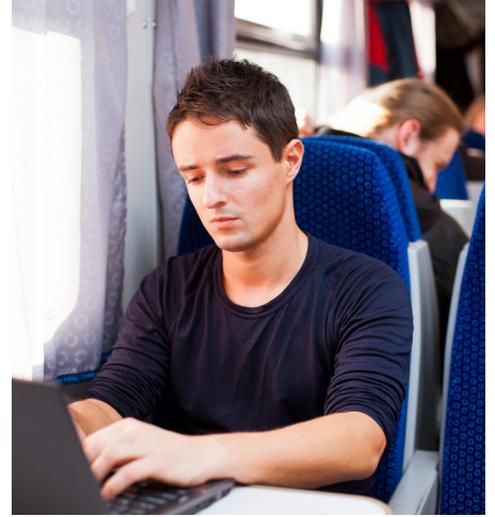
... **as a student**, jump on a train to visit families in the Chicago area without the expense of owning or using a motor vehicle. Catch up on reading or class assignments en route freeing up time to enjoy the weekend with loved ones.

... **as an older lowan**, gain an increased sense of travel freedom, even if you no longer drive.

...**as a family**, travel with young children in comfort and spend quality time with your whole family. Move around, visit the bathroom, or get a bite to eat without delaying your family's trip.

...**as a city dweller**, board a train and readily visit Iowa's serene beauty, state parks, and small town festivals for a respite from big-city living.

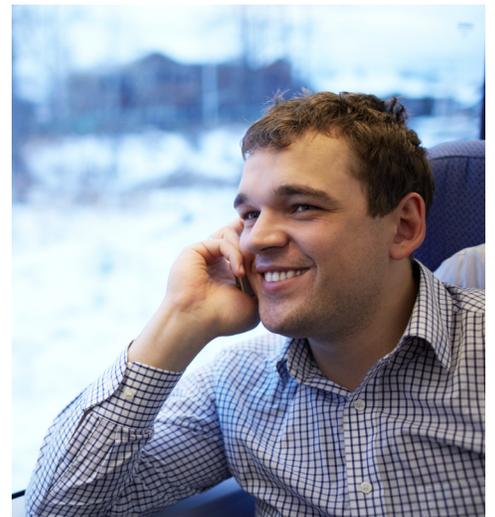
...**as a rural lowan**, travel by train to take advantage of cultural events and other big city perks while continuing to enjoy the relaxed pace of rural living.



Imagine an Iowa economy where

...**hotels and conference facilities** spring up around passenger rail stations. The easy access to facilities bring national conferences with associated revenue strengthening communities.

...**businesses, universities, and research facilities** have another recruiting tool by offering transportation options that appeal to tomorrow's leaders.



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