

The Chicago-Iowa City Passenger-Rail Program at a Glance

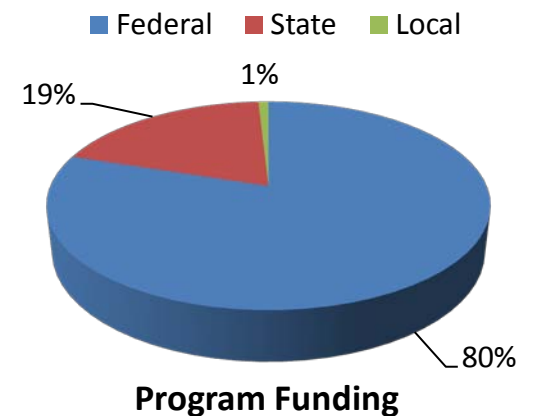


Route and Train Characteristics (Service Development Plan, Chapter 4)

- Initial maximum speed of 79 mph; average speed of 53.5 mph
- Total route of 219.5 miles - Trains operate on Amtrak at Chicago Union Station, 0.8 miles; BNSF Railway from Chicago to Wyanet, Illinois, 116.2 miles; and Iowa Interstate Railroad from Wyanet to Iowa City, Iowa, 102.4 miles (Service Development Plan, Chapter 1)
- New stations at Geneseo and Moline, Illinois; and Iowa City, Iowa (Application Attachment, Description of New Station Facilities)
- Each train can accommodate 230 passengers and will offer coach seating and food service (Service Development Plan, Chapter 4)

Service Outcomes

- Annual Program ridership - 246,800 for year 2015 (Service Development Plan, Section 4.13)
- Passengers diverted from other modes annually: 148,000 passengers from automobile; 59,200 from air; 22,200 from bus; and 17,200 from induced ridership - new riders who otherwise would not have made the trip (Service Development Plan, Section 1.6)
- On-time performance will be 90 percent or higher



Total Budget = \$310,503,000

Public Benefits

- Benefit-cost ratio of 1.7, discounted at 7 percent (Service Development Plan, Appendix B)
- Program job growth estimated at 588 per year over first four years during design and construction (Service Development Plan, Appendices C and D)
- Program increase in business activity estimated at \$25 million per year following service initiation
- The Program encourages transit-oriented development (Application Attachment - Description of New Station Facilities)
- The Program enhances intermodal connectivity with existing rail, bus, air, and transit services (Service Development Plan, Chapter 1.5)

Environmental Benefits (visit Service Development Plan, Appendix B)

- Reduces greenhouse gas emissions of 89,943 tons in the first 30 years of the Program
- Realization of \$7.4 million in highway safety benefits per year
- Fuel savings of 10,791,109 gallons during first 30 years
- Reduces vehicle miles by 25,611,484 in the corridor annually
- Reduces congestion and saves \$16.3 million for highway upgrades annually
- The Program will incorporate Iowa's and Illinois's "GreenLine" vision – a program advancing innovative sustainable practices (Application Attachment – "GreenLine")

Public and Political Support (Application Attachment Letters of Support and Agreements)

- The Program has broad enthusiasm and support from the public (www.chicagoiowacity.com)
- State and local politicians have partnered and endorsed the Program
- Amtrak, BNSF Railway, Iowa Interstate Railroad, and online communities have signed Agreements in Principle confirming commitment to the Program (Application Attachment – Railroad and Project Sponsor Agreements)

Long-Term Vision

- Program schedule frequency can be expanded to offer more than two daily roundtrip trains (Service Development Plan, Section 4.9)
- The Program is planned to be extended incrementally to Des Moines, Iowa, and Omaha, Nebraska (Application Attachment - 2004 MWRRRI Executive Summary)
- Speeds can be increased from 79 mph to 90 mph or 110 mph (Service Development Plan, Chapter 4.9)

“We are anxious to build this new connection to create economic opportunities and transportation alternatives for residents in both states, within the framework of livable, sustainable practices and communities.”

~ From Illinois Governor Pat Quinn and Iowa Governor Chester J. Culver in the Joint Letter of Support