

APPENDIX B

---

MODAL COMPARISON DOCUMENTATION

This page intentionally left blank.

## Modal Comparison Summary

This page intentionally left blank.

## Modal Comparison

This appendix details the capabilities, costs, and capacities of alternate travel modes between Chicago, Omaha, and major intermediate cities on the five route alternatives in the Corridor. Alternate travel modes include personal auto, commercial airline service, and commercial intercity bus service. In addition, the availability of intermodal connectivity at Chicago, Omaha, and the major intermediate cities is characterized.

Publicly available information consulted included:

- Commercial airline and bus service data, such as timetables, pricing information, and descriptions of service, extracted from airline and bus line websites
- Databases from U.S. government sources such as the Bureau of Transportation Statistics
- Travel information websites published by Iowa and Illinois DOT, and the Illinois Tollway Authority
- Travel costs for personal autos allowed by the Internal Revenue Service, plus applicable tollway charges and parking.
- Distances for highway trips were assessed using Google Maps®.

A common basis was established for an assumed typical traveler to provide direct cross-mode comparisons between rail, personal auto, and commercial bus and airline services. The common basis is that the typical traveler is:

- One person per party
- Traveling for business reasons
- Trip is round-trip between the downtown districts of Omaha and Chicago
- Home terminal is Omaha
- No opportunity for adjusting travel dates (relative to a trip for entertainment or personal reasons) to optimize travel cost, modal congestion peaks, or inclement weather
- Little advance notice to optimize travel cost
- Time used for trip has an opportunity cost (work or other use of time could occur)
- Trip reliability (on-time performance, low risk of cancellation for any external cause) has high value
- Trip is intended to be overnight, business conducted in Chicago either afternoon of first day, or morning of second day
- Trip commences no earlier than 05:30 am, trip ends no later than 01:00 am following day (assuming not more than 1 hour travel time from home or place of business to location of air, bus, or rail service, and not more than 1 hour travel time from location of air, bus or rail service, to destination in Chicago).

### *Alternate Travel Mode Findings – Commercial Bus and Airline Service*

Two commercial bus services offer service between Omaha and Chicago: Burlington Trailways and Megabus. Three airlines provide direct service between Omaha and Chicago: American Airlines, Southwest Airlines, and United Airlines. Commercial bus lines offer service to some but not all of the intermediate major urban areas on the various route

alternatives, enabling travelers to travel directly between many of the city pairs that would be served by the various route alternatives. Nonstop airline service is also offered between Chicago and some of the intermediate major urban areas shown in Table B-1. Airline travel between Omaha and any of the intermediate cities on any of the route alternatives, or between any of the intermediate cities served by airlines, is indirect and requires at least two flights, with a connection in an airline hub city such as Chicago, Minneapolis, Denver, or Houston. Megabus offers direct city-to-city service between Omaha, Des Moines, Iowa City, and Chicago only. Burlington Trailways offers direct city-to-city service between most of the cities shown in Table B-1.

**Table B-1. Commercial Air and Bus Service to Intermediate Cities Along the Route Alternatives**

Location	Burlington Trailways	Megabus	American Airlines	Southwest Airlines	United Airlines
Ames, Iowa	X				
Aurora, Ill.					
Burlington, Ill.	X				
Cedar Rapids, Iowa	X				X
Clinton, Iowa					
Council Bluffs, Ill.	X				
De Kalb, Ill.					
Des Moines, Iowa	X	X	X	X	X
Dubuque, Iowa	X		X		
Elgin, Ill.					
Fort Dodge, Iowa					
Galesburg, Ill.	X				
Iowa City, Iowa	X	X			
Moline, Ill.	X		X		X
Joliet, Ill.	X				
Osceola, Iowa	X*				
Rockford, Ill.	X				
Savanna, Ill.					
Waterloo, Iowa	X		X		

*Note:*

\* Burlington Trailways serves Knoxville and Ottumwa in lieu of Osceola.

### ***Alternate Travel Mode Service Summary***

Cost, travel time, frequency of service (for commercial modes), and business-travel compatibility of each of the alternative transportation modes are described below. The cost basis is summarized for travel between Omaha and Chicago in Table B-2 below:

Table B-2. Summary of Alternate Travel Modes Between Omaha and Chicago

	Personal Auto	Commercial Bus Service via Burlington Trailways	Commercial Bus Service via Megabus	Commercial Airline Service
One-way cost	\$280-\$310	<b>Same day:</b> \$71 Omaha to Chicago and Chicago to Omaha <b>2-week advance notice:</b> \$40 Chicago to Omaha; \$80 Omaha to Chicago	<b>Same day:</b> \$46.00, Omaha to Chicago and Chicago to Omaha <b>2-week advance notice:</b> \$41.00, Omaha to Chicago and Chicago to Omaha	<b>Same day:</b> \$280-\$760 <b>2-week advance notice:</b> \$160-\$360
Round-trip cost	\$550-\$580	<b>Same day:</b> \$90 Omaha to Chicago, with parking in Omaha; \$140 Chicago to Omaha, with parking in Chicago <b>2-week advance notice:</b> \$136 Omaha to Chicago, with parking in Omaha; \$196 Chicago to Omaha, with parking in Chicago	<b>Same day:</b> \$82, Omaha to Chicago, with parking in Omaha; \$148 Chicago to Omaha, with parking in Chicago <b>2-week advance notice:</b> \$77, Omaha to Chicago, with parking in Omaha; \$143 Chicago to Omaha, with parking in Chicago	<b>Same day:</b> \$500-\$1,460 <b>2-week advance notice:</b> \$270-\$1,460
One-way travel time	8 hours, 15 minutes	Omaha to Chicago: 8 hours, 30 minutes (8:15 pm - 4:45 am) Chicago to Omaha: 9 hours, 45 minutes (3:00 pm - 12:45 am)	8 hours, 45 minutes	4 hours, 40 minutes
Frequency of service	Unlimited	2X daily	2X daily	5X daily (American Airlines) 6X daily (Southwest Airlines) 6X daily (United Airlines)
Ability to work en route	None	Moderate	Moderate	Low
Capability to Conduct Business in Chicago during same day as travel	No	No	No	No
All-weather travel reliability	Low	Unknown	Unknown	Unknown
On-time performance	Not applicable	Unknown	Unknown	79% (see Appendix A) Tolerance for on-time arrival per USDOT is flight arrives not later than 15 minutes of the flight's published arrival time.
Basis of cost and time	• 470 miles one way via I-80		• Megabus public fares	• 10 minutes driving from

- 
- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"><li>and I-88 and I-290</li><li>• \$0.555/mile from IRS Standard Mileage Rates, FY2012</li><li>• Parking expense at bestparking.com<ul style="list-style-type: none"><li>○ \$5/day downtown Omaha (shown as it is an avoided cost for this mode)</li><li>○ \$35/day Chicago Loop</li></ul></li><li>• Toll Road Cost \$10.20 tolls (per Illinois Tollway)</li></ul> | <ul style="list-style-type: none"><li>• Downtown parking \$5/day in Omaha and \$35/day in Chicago. Assume 2-day parking for business traveler.</li></ul> | <p>Downtown Omaha to Eppley Airfield (personal auto); 10 minutes parking auto and shuttle bus to terminal; 60 minutes advance arrival time before departure (check-in, security), 1 hour 50 minutes flight time, 30 minutes to collect carry-on luggage and exit airport; 60 minutes on CTA from O’Hare to Loop.</p> <ul style="list-style-type: none"><li>• Flight prices based on Southwest, United, and American airlines for nonstop flights, from pricing information at airline web sites.</li><li>• Airport parking \$30/day for short-term parking. Assume 2-day parking for business traveler.</li></ul> |
|---|--|---|
-



### *Alternate Travel Mode Effects on the Route Alternative Selection Process*

The alternate travel modes were examined to determine if any of the alternate travel modes made any of the rail route alternatives infeasible. This could take the form of the following:

- The route alternative was slower than personal auto between Chicago and Omaha
- The route alternative did not offer direct connectivity between intermediate cities
- The route alternative was more costly
- The route alternative did not offer travel amenities that made it as attractive as the alternate travel mode.

These comparisons are made in the table below. These questions asked are designed to identify any feasibility differences among the route alternatives that are created by the characteristics of the alternate travel modes. Because the cost, travel time, frequency, and service amenities of the proposed rail passenger service are not fully defined at this time, it was assumed that the passenger rail service would have the following characteristics for purposes of Route Alternative comparison only:

- 1-Way Cost: \$70-\$170
- Round Trip Cost: \$130-\$330
- 1-Way Travel Time: 7.5 to 9 hours (includes 1 hour travel time from home or place of business to downtown railroad station in Omaha, plus 7% recovery time added to train running time Omaha-Chicago)
- Frequency of Service: 5X daily
- Ability to Work En Route: Yes (e.g., WiFi, on-board food and beverages)
- Capability to conduct business in Chicago during same day as travel: Yes
- All-Weather Travel Reliability: High
- On-Time Performance: 90%
- Basis of cost and time:
- Ticket price range based on current Amtrak Midwest and Northeast Corridor
- Parking expense at bestparking.com
  - \$5/day downtown Omaha (two full days)
  - None at Chicago
- Travel times are assumed performance of trains from preliminary Train Performance Calculations.

The table is color-coded to indicate whether a route alternative meets the Purpose and Need for providing a competitive and attractive travel alternative. Red indicates a route alternative does not meet the Purpose and Need. Yellow indicates a route alternative meets the Purpose and Need. Note that these comparisons are only among Route Alternatives, not between rail as a whole and the alternate travel mode.

**Table B-3: Characteristics of Alternate Travel Modes that Differentiate between Rail Route Alternatives**

**Yellow = Route Alternative Meets Purpose and Need**

## Red = Route Alternative Fails to Meet Purpose and Need

Comparison Question	Route Alternative				
	1	2	4	5	4-A
<b>Personal Auto Mode</b>					
Does rail offer the same or better city-to-city connectivity for each of the cities that would be served by the Route Alternative?	Yes	Yes	Yes	Yes	Yes
Would rail service be the same cost or less expensive for a single traveler?	Yes	Yes	Yes	Yes	Yes
Is rail service likely to provide faster travel times between Chicago and Omaha at 79 mph?	No	Yes	Yes	Yes	Yes
At 90 mph?	No	Yes	Yes	Yes	Yes
At 110 mph?	Possibly	Yes	Yes	Yes	Yes
Does rail offer competitive or better frequency to enable trips to be made throughout the day?	Yes	Yes	Yes	Yes	Yes
Does rail offer the same or better service amenities that increase business productivity en route?	Yes	Yes	Yes	Yes	Yes
Does rail offer ability for same-day work in Chicago?	Yes	Yes	Yes	Yes	Yes
Is rail more likely to have greater travel reliability, such as in inclement weather?	Yes	Yes	Yes	Yes	Yes
Is rail likely to have greater on-time performance?	N/A	N/A	N/A	N/A	N/A
<b>Commercial Bus Service Mode</b>					
Does rail offer the same or better city-to-city connectivity for each of the cities that would be served by the Route Alternative?	Yes	Yes	Yes	Yes	Yes
Would rail service be the same cost or less expensive for a single traveler?	Yes	Yes	Yes	Yes	Yes
Is rail service likely to provide faster travel times between Chicago and Omaha at 79 mph?	No	Yes	Yes	Yes	Yes
At 90 mph?	No	Yes	Yes	Yes	Yes
At 110 mph?	Possibly	Yes	Yes	Yes	Yes
Does rail offer competitive or better frequency to enable trips to be made throughout the day?	Yes	Yes	Yes	Yes	Yes
Does rail offer the same or better service amenities that increase business productivity en route?	Yes	Yes	Yes	Yes	Yes
Does rail offer ability for same-day work in Chicago?	Yes	Yes	Yes	Yes	Yes
Is rail more likely to have greater travel reliability, such as in inclement weather?	Yes	Yes	Yes	Yes	Yes
Is rail likely to have greater on-time performance?	No data	No data	No data	No data	No data
<b>Commercial Airline Mode</b>					
Does rail offer the same or better city-to-city	Yes	Yes	Yes	Yes	Yes

connectivity for each of the cities that would be served by the Route Alternative?					
Would rail service be the same cost or less expensive for a single traveler?	Yes	Yes	Yes	Yes	Yes
Is rail service likely to provide faster travel times between Chicago and Omaha at 79 mph?	No	No	No	No	No
At 90 mph?	No	No	No	No	No
At 110 mph?	No	No	No	No	No
Does rail offer competitive or better frequency to enable trips to be made throughout the day?	Yes	Yes	Yes	Yes	Yes
Does rail offer the same or better service amenities that increase business productivity en route?	Yes	Yes	Yes	Yes	Yes
Does rail offer ability for same-day work in Chicago?	Yes	Yes	Yes	Yes	Yes
Is rail more likely to have greater travel reliability, such as in inclement weather?	Yes	Yes	Yes	Yes	Yes
Is rail likely to have greater on-time performance?	Yes	Yes	Yes	Yes	Yes

### Summary

Route Alternative 1 does not meet the Purpose and Need that the rail service must provide travel times faster than personal auto for travel between Chicago and Omaha.

There are no other alternate transportation mode characteristics that by their existence create substantial differences among the route alternatives that would lead to the rejection of a route alternative.

### Transportation Interconnectivity Characteristics of Route Alternatives

This section compares the rail route alternatives for their availability of modal interconnectivity at intermediate stations. Chicago and Omaha are common to all route alternatives; however, Route Alternative 4 does not serve Chicago Union Station and thus has less modal interconnectivity than Route Alternatives 1, 2, 4, and 5. Omaha has an extensive bus transit system that is focused on the downtown area, the likely terminus of the Chicago-Omaha rail passenger system. Chicago has a highly developed and extensive bus, commuter rail, and rail rapid transit system also focused on the downtown area, where the Chicago-Omaha service is likely to terminate.

**Table B-4: Modal Interconnectivity of Route Alternatives**

Route Alternative	Metro Area	Service Type	
		Fixed Route Bus	Paratransit/ Demand Response Bus
<b>1</b>			
	Fort Dodge	X	X
	Waterloo	X	X
	Dubuque	X	X
	Rockford	X	X
	Elgin	X	X
<b>2</b>			
	Ames	X	X
	Cedar Rapids	X	X

	Clinton	X	X
	DeKalb	X	X
<b>4</b>			
	Des Moines	X	X
	Iowa City	X	X
	Quad Cities	X	X
	Joliet	X	X
<b>5</b>			
	Osceola		
	Burlington		X
	Galesburg	X	X
<b>4-A</b>			
	Des Moines	X	X
	Iowa City	X	X
	Quad Cities	X	X
	Naperville	X	X

### Summary

Route Alternative 4-A does not meet the Purpose and Need that the rail service must provide travel times faster than personal auto for travel between Chicago and Omaha. Route Alternative 5 is the only route without fixed-route bus service at some of its intermediate cities. Route Alternative 4 does not provide similar modal connectivity at Chicago as Route Alternatives 1, 2, 4-A, and 5.

Mode	Option	Speed (mph)	Reliability	Travel Time (One-Way)	User Cost	User Cost Range
Automobile	Personal Auto			8 hours, 15 minutes		
Bus	Burlington Trailways	Omaha to Chicago, 2 Week Notice	(1-Way)		8 Hours, 30 Min	\$ 80.00
		Chicago to Omaha, 2 Week Notice	(1-Way)		9 Hours, 45 Min	\$ 40.00
		Omaha to Chicago, Same Day	(1-Way)		8 Hours, 30 Min	\$ 71.00
		Chicago to Omaha, Same Day	(1-Way)		9 Hours, 45 Min	\$ 71.00
	Burlington Trailways	Omaha to Chicago, 2 Week Notice	(Round Trip)			\$ 80.00
		Chicago to Omaha, 2 Week Notice	(Round Trip)			\$ 80.00
		Omaha to Chicago, Same Day	(Round Trip)			\$ 126.00
		Chicago to Omaha, Same Day	(Round Trip)			\$ 126.00
	MegaBus	Omaha to Chicago, 2 Week Notice	(1-Way)		8 Hours, 45 Min	\$ 41.00
		Chicago to Omaha, 2 Week Notice	(1-Way)		8 Hours, 45 Min	\$ 41.00
		Omaha to Chicago, Same Day	(1-Way)		8 Hours, 45 Min	\$ 46.00
		Chicago to Omaha, Same Day	(1-Way)		8 Hours, 45 Min	\$ 46.00
	MegaBus	Omaha to Chicago, 2 Week Notice	(Round Trip)			\$ 67.00
		Chicago to Omaha, 2 Week Notice	(Round Trip)			\$ 73.00
		Omaha to Chicago, Same Day	(Round Trip)			\$ 72.00
		Chicago to Omaha, Same Day	(Round Trip)			\$ 78.00

**Downtown Parking**

Per Day	\$ 5.00	in Omaha downtown
Per Day	\$ 35.00	in Chicago downtown

Air	Flight	Speed (mph)	Reliability	Travel Time (One-Way)	User Cost	User Cost Range
	2-week advanced notice	(1-Way)	79%	Hour, 20 Min- 1 Hour, 50 Min (Direct)	\$ 150.00	\$100-\$300
	"Walk-Up"	(1-Way)	79%	Hour, 20 Min- 1 Hour, 50 Min (Direct)	\$ 220.00	\$220-\$700
	2-week advanced notice	(Round Trip)				\$210-\$1400
	"Walk-Up"	(Round Trip)				\$440-\$1400

**Airport Parking**

Per Day	\$ 30.00	average
---------	----------	---------

Amtrak Rail	Option	Speed (mph)	Reliability	Travel Time (One-Way)	User Cost	User Cost Range
	Omaha to Chicago, 2 Week Notice	(1-Way)		9 Hours, 30 Min	\$ 108.00	
	Chicago to Omaha, 2 Week Notice	(1-Way)		9 Hours	\$ 69.00	
	Omaha to Chicago, Same Day	(1-Way)		9 Hours, 30 Min	\$ 69.00	
	Chicago to Omaha Next Day, (Same Day)	(1-Way)		9 Hours	\$ 86.00	

Passenger Rail	Option	Speed (mph)	Reliability
Route Alternative 1	(CN via Dubuque)	79	90%
		110	90%
Route Alternative 2	(UP via Clinton)	79	90%
		110	90%
Route Alternative 4	(IAIS via Moline)	79	90%
		110	90%
Route Alternative 4-A	(BNSF-IAIS via Wyanet and Moline)	79	90%
		110	90%
Route Alternative 5	(BNSF via Burlington)	79	90%
		110	90%

Airline Reliability  
Date Range: Feb 2011 to Feb 2012

Definitions by Code of Federal Regulations, CFR- Title 14 (Aeronautics and Space) Volume 4 Section 234.

<http://www.gpo.gov/fdsys/search/pagedetails.action?collectionCode=CFR&searchPath=Title+14%2FChapter+II%2FSubchapter+A%2FPart+234&granuleId=&packageId=CFR-2002-title14-vol1&oldPath=Title+14%2FChapter+II%2FSubchapter+A&fromPageDetails=true&collapse=true&ycord=1070>

Definition of late flight:	Late or late flight means a flight that arrives at the gate 15 minutes or more after its published arrival time.
----------------------------	--

Definition of cancelled flight:	Cancelled flight means a flight operation that was not operated, but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure
---------------------------------	--

1

Orig= Omaha  
Dest = Ohare

3129 Total Number of Flights (All Carriers)  
114 Total Number Cancelled  
591 Total Number Late  
**2424** Total "Reliable" (not late or cancelled)  
**77% Reliability**

2

Orig= Ohare  
Dest = Omaha

3013 Total Number of Flights (All Carriers)  
104 Total Number Cancelled  
673 Total Number Late  
**2236** Total "Reliable" (not late or cancelled)  
**74% Reliability**

3

Orig= Midway  
Dest = Omaha

1900 Total Number of Flights (All Carriers)  
20 Total Number Cancelled  
363 Total Number Late  
**1517** Total "Reliable" (not late or cancelled)  
**80% Reliability**

4

Orig= Omaha  
Dest = Midway

1879 Total Number of Flights (All Carriers)  
20 Total Number Cancelled  
247 Total Number Late  
**1612** Total "Reliable" (not late or cancelled)  
**86% Reliability**

WEIGHTED AVERAGE ON RELIABILITY

**79%**

Airline Trip Travel Time

Min	Description
10	Drive time Downtown Omaha to Eppley Airport (Personal Auto)
10	Parking personal auto, shuttle bus to terminal
60	Advance Arrival Time Before Departure (assume check-in, security)
110	Flight Time (assumed maximum of 1 hour 50 min vs 1 hour 20 min)
30	collect carry-on luggage and exit airport
60	CTA from O'Hare to Loop
<hr/>	
	<b>280 Min</b>

Total Travel Time      **4 Hours**      40

Airport Parking

\$ 24.00 per day    Omaha Eppley  
\$ 33.00 per day    Chicago Ohare  
\$ 31.00 per day    Chicago Midway  
**\$ 30.00 AVERAGE**

**Personal Auto**

**TRAVEL COST**

Travel Distance	470 mi	One Way travel distance via I-80 and I-88	Source: Google Maps
Cost Per Mile	\$ 0.555	Use the IRS Standard Rate Since Span Multiple States	Source: <i>Benefit-Cost Analysis Specific to the State of Iowa (January 2011)- p. 216, Table 2</i>
	<del>\$ 0.37</del> \$/mi	<i>Cost per mile used in Chi-IC?</i>	Source: <i>IRS Standard Mileage Rates, FY2012</i>
	\$ 0.555 \$/mi	<i>Cost per mile- IRS FY2012 Business Rate</i>	
Parking Expense	\$ 35.00 \$/day	<i>Daily Cost of parking in Chicago Loop</i>	Source: bestparking.com, as of 3/21/12
	\$ 5.00 \$/day	<i>Daily Cost of parking in Omaha downtown core</i>	Source: bestparking.com, as of 3/21/12
Illinois Tolls	\$ 10.20	<i>One-Way tolls</i>	Source: illinoisvirtuallway.com. Vehicle type = auto/motorcycle (2axles)
		<i>Dixon Tolls Plaza 69</i> \$ 3.60	
		<i>DeKalb Toll Plaza 66</i> \$ 3.60	
		<i>Aurora Toll Plaza 61</i> \$ 1.50	
		<i>Meyers Road Toll Plaza 52</i> \$ 1.50	
<b>Personal Auto One-Way Trip, Assuming 1-Day Parking in Chicago</b>			
	\$ 306.05		
<b>Personal Auto One-Way Trip, Assuming 1-Day Parking in Omaha</b>			
	\$ 276.05		
<b>Personal Auto Round Trip, Assuming 1-Day Parking in Chicago</b>			
	\$ 577.10		
<b>Personal Auto Round Trip, Assuming 1-Day Parking in Omaha</b>			
	\$ 547.10		

**TRAVEL TIME**

Segment	Endpoints	Dist (mi)	TT (min)	Implied Spd	
I-80	Omaha to DeSoto (Highway 169)	117	112	62.7	Source: Google Maps, reported distances and travel times
I-80	DeSoto (Hwy 169)to Altoona (Hwy 6)	32	32	60.0	Source: Google Maps, reported distances and travel times
I-80/ I-88	Altoona (Hwy 65) to Dixon Plaza	223	218	61.4	
I-88	Dixon Plaza to DeKalb Plaza	30.3	36	50.5	Source: travelmidweststats.com
I-88	DeKalb Plaza to Aurora Plaza	31.2	44	42.5	Source: travelmidweststats.com
I-88	Aurora Plaza to Oakbrook	17.2	22	46.9	Source: travelmidweststats.com
I-290	I-88 (Wolf) to I-90/I-94/Circle	14	35	24.0	Source: travelmidweststats.com

Note: Travel time is the maximum daily segment travel time (based on EB for Wednesdays)- since taking max daily then assume opposite direction is equivalent

Total Distance	464.7		
Total Travel Time (Min)	499		
Total Travel Time (Hours)	8	Hours	19 Minutes

Assumptions Not Used		
Price of Gasoline	\$ 3.80	Source: AAA, Regular per gallon average for Iowa as of March 19, 2012
Fuel Economy	27	mpg, Assumed Average for Personal Vehicles

This page intentionally left blank.



## **Modal Providers**

This page intentionally left blank.

Route Alternative	Metro Area	Agency Type	Agency Name	Service Type
<b>1</b>				
	Fort Dodge	Small	City of Fort Dodge (DART)	Fixed Route, Paratransit, Subscription
	Fort Dodge	Regional	MIDAS Council of Governments	Demand Response, Subscription
	Waterloo	Large	Metropolitan Transit Authority of Black Hawk County/Waterloo MET	Fixed Route, Paratransit, Subscription
	Waterloo	Regional	Iowa Northland Regional Council of Governments/Regional Transit Commission	Demand-Response, Subscription
	Dubuque	Large	City of Dubuque, The Jule	Fixed Route, Paratransit, Subscription
	Dubuque	Regional	Delaware, Dubuque and Jackson County Regional Transit Authority.	Demand-Response, Subscription
	Rockford	Large	Rockford Mass Transit District	Fixed Route, Paratransit,
	Elgin	Large	Metra	Commuter Rail
	Elgin	Large	PACE	Fixed Route, Paratransit, Vanpool
	Elgin	Large	Chicago Transit Authority (CTA)	Rapid Transit
<b>2</b>				
	Ames	Large	Ames Transit Agency/ CyRide	Fixed Route, Paratransit, Subscription
	Cedar Rapids	Large	Cedar Rapids Transit	Fixed Route, ADA paratransit service
	Cedar Rapids	Regional	East Central Iowa Council of Governments	Demand-Response, Subscription
	Clinton	Small	City of Clinton Municipal Transit Administration	Fixed Route, Paratransit
	DeKalb	Regional	City of DeKalb (DSATS)	Fixed Route, Paratransit
<b>4</b>				
	Des Moines	Regional	Heart of Iowa Regional Transit Agency	Demand-Response, Subscription
	Des Moines	Large	Des Moines Area Regional Transit Authority (DART)	Fixed Route, Paratransit, Vanpool
	Iowa City	Large	Coralville Transit System	Fixed Route, Paratransit
	Iowa City	Large	University of Iowa, Campus	Fixed Route, Paratransit
	Iowa City	Large	Iowa City Transit	Fixed Route, Paratransit
	Quad Cities	Regional	River Bend Transit	Demand-Response, Subscription
	Quad Cities	Large	Davenport Public Transit (Citibus)	Fixed Route, Paratransit, Subscription
	Quad Cities	Large	Rock Island County Metropolitan Mass Transit	Fixed Route, ADA paratransit service, subscription
	Quad Cities	Large	City of Bettendorf	Fixed Route, Paratransit
	Joliet	Large	Metra	Commuter Rail
	Joliet	Large	PACE	Fixed Route, Paratransit,

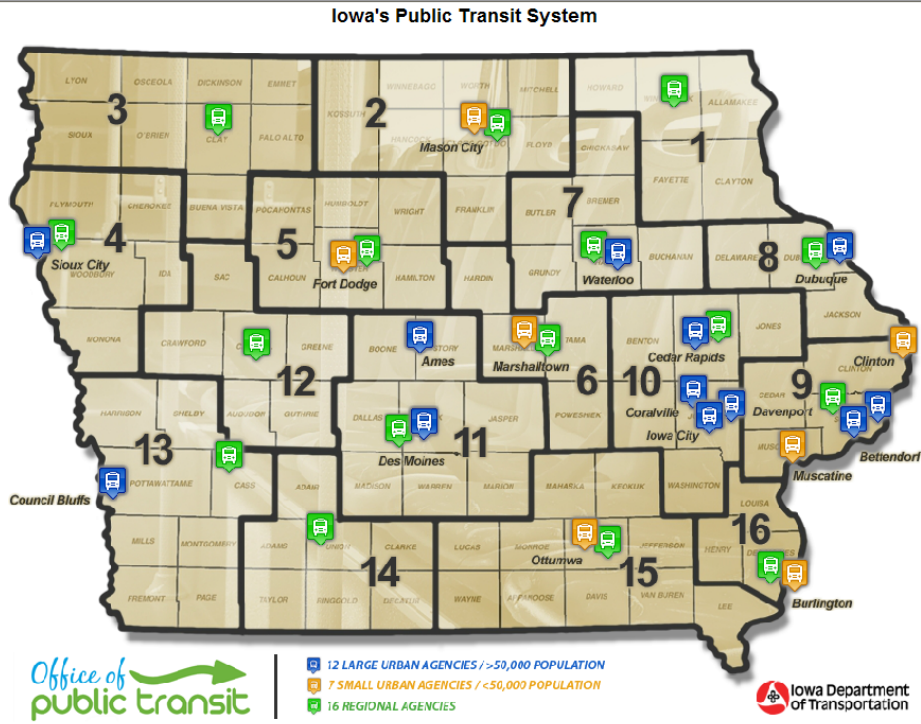
				Vanpool
	Joliet	Large	Chicago Transit Authority (CTA)	Rapid Transit
<b>4-A</b>				
	Des Moines	Regional	Heart of Iowa Regional Transit Agency	Demand-Response, Subscription
	Des Moines	Large	Des Moines Area Regional Transit Authority (DART)	Fixed Route, Paratransit, Vanpool
	Iowa City	Large	Coralville Transit System	Fixed Route, Paratransit
	Iowa City	Large	University of Iowa, Cambus	Fixed Route, Paratransit
	Iowa City	Large	Iowa City Transit	Fixed Route, Paratransit
	Quad Cities	Regional	River Bend Transit	Demand-Response, Subscription
	Quad Cities	Large	Davenport Public Transit (Citibus)	Fixed Route, Paratransit, Subscription
	Quad Cities	Large	Rock Island County Metropolitan Mass Transit	Fixed Route, ADA paratransit service, subscription
	Quad Cities	Large	City of Bettendorf	Fixed Route, Paratransit
	Naperville	Large	Metra	Commuter Rail
	Naperville	Large	PACE	Fixed Route, Paratransit, Vanpool
	Naperville	Large	Chicago Transit Authority (CTA)	Rapid Transit
<b>5</b>				
	Osceola	N/A		
	Burlington	Regional	South East Iowa Regional Planning Commission/ SEIBUS	Demand-Response, Subscription
	Burlington	Small	Burlington Urban Service	Demand-Response, Route deviation, subscription
	Galesburg	Small	Galesburg Transit	Fixed Route, Handivan

**Available Transit Maps for  
Iowa and Chicago and Omaha Metropolitan Areas**

This page intentionally left blank.

# Iowa's Public Transit System

[http://www.iowadot.gov/transit/interactive\\_map.html](http://www.iowadot.gov/transit/interactive_map.html)

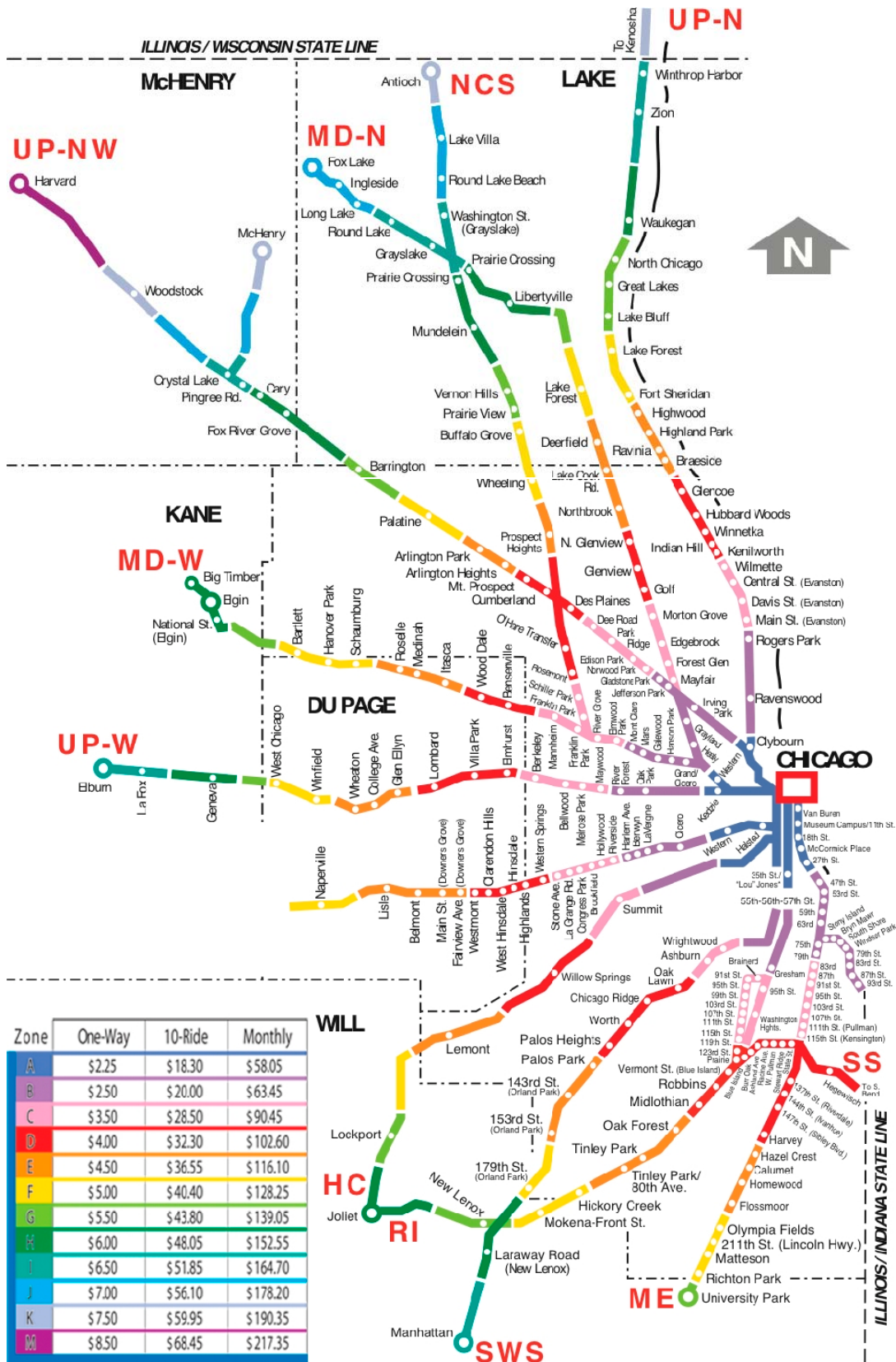






# Metra (Chicago)

[http://metrarail.com/content/metra/en/home/maps\\_schedules/metra\\_system\\_map.html](http://metrarail.com/content/metra/en/home/maps_schedules/metra_system_map.html)



# Pace (Chicago Regional Transportation Authority)

<http://www.pacebus.com/default.asp>





This page intentionally left blank.