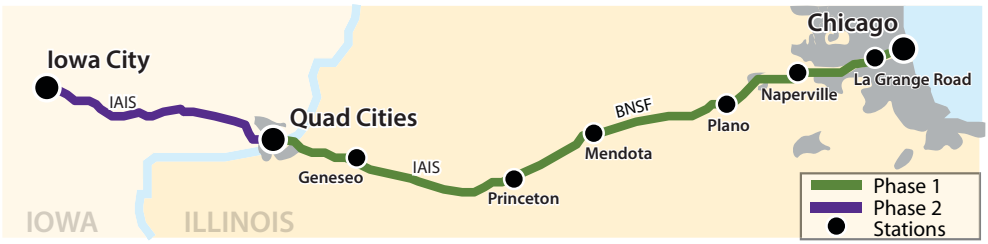
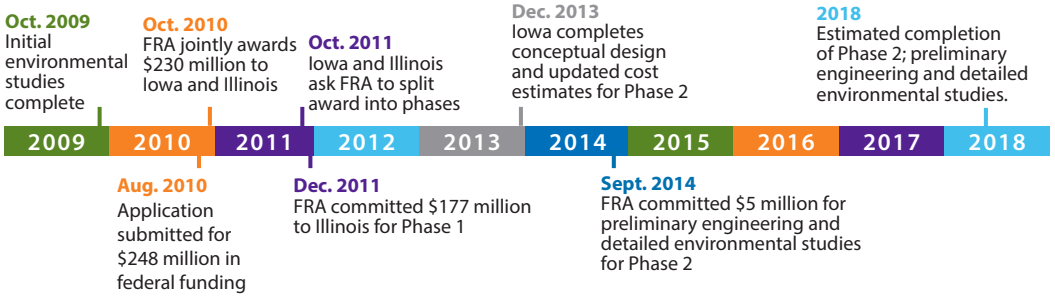
IOWA
PASSENGER RAIL

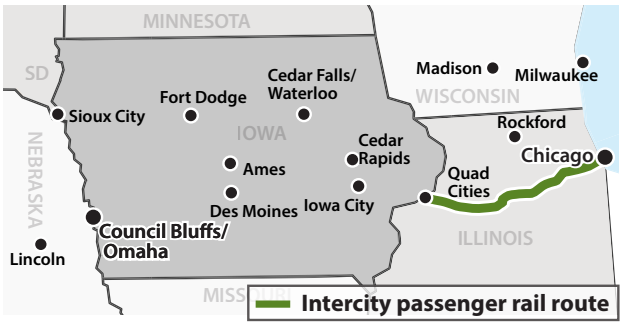
Chicago to Iowa City Passenger Rail

FACT SHEET





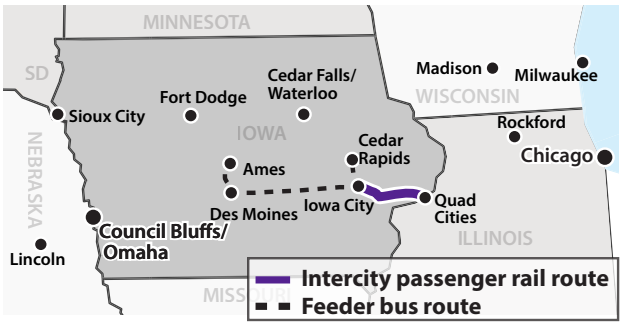
Phase 1 - Chicago to Quad Cities



The Illinois DOT is leading the development of passenger rail service from Chicago and Moline.

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

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. 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 - 79 mph
- Additional route length - 58 miles (total length 220 miles)
- New station at Iowa City, Iowa
- Trains operate on existing Iowa Interstate Railroad tracks within Iowa.

Ridership - 300,000 travelers annually

If both phases were complete, an average of more than 820 riders per day could be expected to begin a trip at one of the passenger stations on the route.

Funding

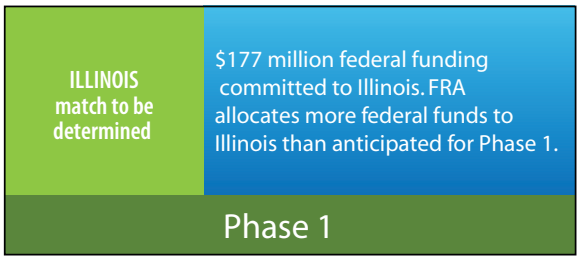
By leveraging the investments of the FRA and the state of Illinois, and investing matching state funds, Iowa can take a major step forward in creating a passenger rail network that connects Iowans to each other and the country, making Iowa a more attractive place to live, work, and visit.

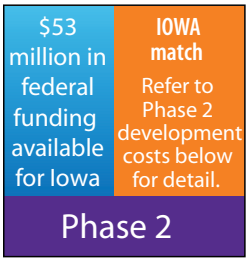
By splitting the project into phases, the state and local cost contributions change, yet the federal contribution remains the same. This along with other factors led to changes in the construction and implementation costs for each state.

The original application in 2010 requested 80% of the estimated total project costs as shown.

When the awards were announced later in 2010, a portion of the project in Illinois was not funded.

The FRA later made up for the $18 million shortfall by allocating more of the total federal award to Illinois, reducing the federal funds available to Iowa. Other costs shifted due to phasing.





Phase 2 Development

The Iowa DOT commissioned a study to complete the conceptual design and provide updated cost estimates to better understand the costs of Phase 2 development.

Major changes affecting state/local match for Iowa

- Construction costs have increased due to three year delay
- Additional infrastructure needed to accommodate changes to current and future freight growth on Iowa Interstate Railroad
- Track and bridge improvements needed due to FRA policy changes
- Federal funds available to Iowa for Phase 2 are less than expected. Illinois was allocated more of the total federal funding (the amount of the original $18 million reduction in the award) for improvements at Eola Yard.

Phase 2 Development

updated Dec. 4, 2013

Estimated Capital Cost	Estimated Net Operating Cost
TOTAL COST NOW **$125 million**	IOWA'S STATE AND LOCAL SHARE **$600,000* annually**
FEDERAL FUNDS AVAILABLE **$53 million**	
IOWA'S STATE & LOCAL SHARE **$72 million**	

*Pending negotiations with Illinois

Though Iowa lacks sufficient state/local match for full implementation at this time, preliminary engineering and detailed environmental studies (Tier II NEPA) are under way to prepare for future construction and position the project for future funding opportunities.

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