

2015



Iowa City - Cedar Rapids Passenger Rail

Iowa City
(Gilbert Street)

→
20.5 mile service
←

The Eastern Iowa Airport

	IMPLEMENTATION COST	ANNUAL ONGOING COST
STREETCAR	\$1.07 - \$1.64 B	\$5.6 - \$6.7 m
LIGHT RAIL	\$860 m - \$1.33 B	\$5.6 - \$6.7 m
COMMUTER RAIL	\$250 - \$520 m	\$5.6 - \$6.7 m

2016



Iowa City - North Liberty Passenger Rail

Iowa City
(Gilbert Street)

→
7.1 mile service
←

North Liberty
(Forevergreen Road)

	IMPLEMENTATION COST	ANNUAL ONGOING COST
SELF-PROPELLED DIESEL MULTIPLE UNIT (DMU)	\$40.06 m	\$1.39 m

2020



Iowa City - North Liberty Commuter Rail

Iowa City
(Gilbert Street)

→
9.1 mile service
←

North Liberty
(Penn Street)

 Identified 7 boarding station locations

	IMPLEMENTATION COST	ANNUAL ONGOING COST
SELF-PROPELLED DIESEL MULTIPLE UNIT (DMU)	\$49 m	\$4.8 m

2020



Corridor Rails-to-Trails Conversion

Iowa City
(Gilbert Street)

→
6.1 mile trail
←

Coralville
(Oakdale Boulevard)

	IMPLEMENTATION COST
MULTI-USE RECREATIONAL TRAIL	\$5.5 m

This study concluded that several segments of the CRANDIC right-of-way are of insufficient width to accommodate a multi-use trail parallel to the existing tracks. However, the conversion could take place if the tracks were altogether removed.

An Overview of CRANDIC Studies

Since 2015, the Iowa City area has conducted 4 conceptual feasibility studies of projects for the Cedar Rapids & Iowa City Railway (CRANDIC), an active freight railroad over which no passenger rail services are currently offered.

BETTER TOGETHER
—2030—

Our vision for Johnson County's shared future is a well connected, mobile region (Pillar III). This includes investing in a reliable, regional transit system.