

**Status Report**  
**Midwest Regional Rail Passenger Initiative and Passenger Rail Service in Iowa**  
**February 1, 2013**

This report fulfills the requirements of the following Code of Iowa Sections:

Section 327J.3(1): “The director may expend moneys from the fund to pay the costs associated with the initiation, operation, and maintenance of rail passenger service. The director shall report by February 1 of each year to the legislative services agency concerning the status of the fund including anticipated expenditures for the following fiscal year.”

Section 327J.3(5): "The director shall report annually to the general assembly concerning the development and operation of the midwest regional rail system and the state's passenger rail service."

**Status of Passenger Rail Service Revolving Fund 327J.3 (1)**

See summary spreadsheet that documents the status of fiscal year (FY) 2009, 2010 and 2011 appropriations to the Passenger Rail Service Revolving Fund (attached).

**Passenger Rail in Iowa 327J.3 (5)**

The Iowa Department of Transportation (DOT), working with the state of Illinois, Iowa cities, planning organizations and advocacy groups, worked diligently to apply for federal High Speed Intercity Passenger Rail (HSIPR) grants through the Federal Railroad Administration (FRA). Those applications were for the following:

- **Chicago to Iowa City Passenger Rail Service Implementation:** The states of Iowa and Illinois jointly submitted an application seeking \$248 million of federal funding for environmental studies and capital expenditures to initiate passenger rail service from Chicago to Iowa City. A \$230 million grant was awarded to both states which will be matched with 20 percent state and local funds in both Iowa and Illinois. In order to adequately assess demand and costs for a broader regional high-speed passenger rail system across Iowa, the Iowa DOT requested that FRA split the grant into two multiple phases. FRA agreed to the phased approach which permits Illinois to move forward with implementing service from Chicago to Moline while Iowa’s funding is on hold pending completion of the Chicago to Omaha Regional Passenger Rail System Planning Study. The results of that study will provide the basis for determining the next steps to support passenger rail service in Iowa.
- **Iowa Statewide Travel Demand Model-Rail Plan Component:** Iowa DOT applied for \$400,000 of federal funding for an enhancement to Iowa’s current statewide travel demand model to further develop freight and passenger modeling capabilities. The grant will allow Iowa’s rail network to be added to the existing highway model and result in the development of commodity flow projections throughout the state of Iowa and passenger rail travel demand projections for routes identified in the 2009 Iowa Rail System Plan. A \$400,000 grant was awarded to Iowa which will be match with 20 percent state funds in the amount of

\$100,000. A consultant has been selected and work has begun. The project will be completed by June 30, 2014.

- **Chicago to Council Bluffs/Omaha Regional Passenger Rail System Planning Study:** Iowa DOT applied for \$1,000,000 of federal funding to develop a Tier 1 Environmental Impact Statement (EIS) and a Service Development Plan (SDP) for new passenger rail service on the Chicago to Council Bluffs/Omaha Corridor. Together, these two documents will provide sufficient information to support a potential future FRA decision to fund and implement a major investment along the corridor. A \$1,000,000 grant was awarded to Iowa which will be matched with 50 percent state funds in the amount of \$1,000,000. It is expected the study will be completed by mid CY 2013.

#### **Passenger Rail Advisory Committee**

The Iowa Passenger Rail Advisory Committee, formed by the Iowa DOT in 2008, meets two to four times per year to assist in shaping and implementing the vision for passenger rail service in Iowa. This group has members that represent statewide interests and provides input to the Iowa DOT on passenger rail developments and needs in the state.

Prepared by the Office of Rail Transportation, Iowa Department of Transportation

**2009 RIIF Appropriation for Dubuque Passenger Rail Depot/Platform**

| Description of Project   | Total Estimated Project Cost | State Share      | Other Revenue Sources                | State Funds Used | Remaining Obligated | Status of Project | Date Completed or Estimated Completion Date |
|--|------------------------------|------------------|--------------------------------------|------------------|---------------------|-------------------|---|
| Feasibility study and preliminary engineering of a depot and platform to accommodate the future AMTRAK service | \$2,000,000                  | \$300,000        | Federal Transit Administration/Local | \$300,000        | \$0                 | Completed         | 2/29/2012                                   |
| <b>TOTAL</b>   | <b>\$2,000,000</b>           | <b>\$300,000</b> |                                      | <b>\$300,000</b> | <b>\$0</b>          |                   |   |

**2010 Passenger Rail Service Revolving Fund (RIIF)**

| Description of Project  | Total Estimated Project Cost | State Share         | Other Revenue Sources                               | State Funds Used    | Remaining Obligated Funds | Status of Project | Date Completed or Estimated Completion Date |
|---|------------------------------|---------------------|---|---------------------|---------------------------|-------------------|---|
| Support in Development of Intercity Passenger Rail efforts  | \$ 500,000                   | \$ 500,000          | None  | \$ 499,935          | \$ 65                     | Completed         | 4/11/2011                                   |
| Funding reserved to match FY 2009 Recovery Act award to Iowa DOT for Chicago to Omaha Planning Study  | \$ 2,000,000                 | \$ 1,000,000        | Federal Railroad Administration FY 2009 HSIPR award | \$ 731,593          | \$ 268,408                | In Progress       | 9/30/2013                                   |
| Funding reserved to match federal FY 2010 High Speed and Intercity Passenger Rail (HSIPR) award to Iowa DOT for Chicago to Iowa City. Award announced by FRA in October 2010 to Iowa. | \$ 108,600,000               | \$ 1,500,000        | Federal Railroad Administration FY 2010 HSIPR award | \$ 443,209          | \$ 1,056,791              | In Progress       | 7/1/2016                                    |
| <b>TOTAL</b>  | <b>\$ 111,100,000</b>        | <b>\$ 3,000,000</b> |   | <b>\$ 1,674,737</b> | <b>\$ 1,325,263</b>       |                   |   |

**2011 Passenger Rail Service Revolving Fund (funding from Underground Storage Tank Fund)**

| Description of Project  | Total Estimated Project Cost | State Share         | Other Revenue Sources                               | State Funds Used | Remaining Obligated Funds | Status of Project | Date Completed or Estimated Completion Date |
|---|------------------------------|---------------------|---|------------------|---------------------------|-------------------|---|
| Funding reserved to match federal FY 2010 High Speed and Intercity Passenger Rail (HSIPR) award to Iowa DOT for Chicago to Iowa City. Award announced by FRA in October 2010 to Iowa. | \$ 108,600,000               | \$ 2,000,000        | Federal Railroad Administration FY 2010 HSIPR award | \$ -             | \$ 2,000,000              | In Progress       | 7/1/2016                                    |
| <b>TOTAL</b>  | <b>\$ 108,600,000</b>        | <b>\$ 2,000,000</b> |   | <b>\$ -</b>      | <b>\$ 2,000,000</b>       |                   |   |