5. IOWA'S RAIL SERVICE AND INVESTMENT PROGRAM

This chapter describes Iowa's Rail Service and Investment Program (RSIP). The RSIP consists of three major parts.

- Iowa's long-term State Rail Vision for rail service, supported by goals, objectives, and ultimately by the state's program of rail projects.
- How the State Rail Vision is integrated with other state, regional, and national rail planning initiatives as well as related financial and physical impacts of the proposed program of projects.
- The state's potential future rail projects, including studies. The projects are organized as short-range (2025 to 2029) and long-range (2030 to 2046).

5.1 Goals, Objectives, and Strategies

The development of Iowa's Rail Vision incorporates appropriate and extensive stakeholder input and by a review of vision statements from Iowa DOT planning documents. These efforts align plans and identify priorities for rail planning in Iowa. The rail vision statement is as follows.

Iowa Rail Vision Statement

A safe and efficient rail system that provides Iowa with economic growth opportunities and competitiveness by maintaining the rail infrastructure, ensuring connectivity for people and goods in an environmentally sustainable manner.

Goals and Objectives

The goals and objectives help prioritize the components of the RSIP that achieve the desired outcomes of the vision, as identified by Iowa's railroad stakeholders. The goals of the State Rail Plan are drawn from the vision statement, as shown in Figure 5.1.

The development of Iowa's rail goals and objectives connect individual strategic steps to support and foster the desired outcomes of the vision statement. A consistent component is the education, advocacy, and collaboration with transportation partners and stakeholders.

This vision captures the long-term intent of what Iowa DOT is aiming to provide its customers, including support during project development and prioritization of resources that may contribute to the improvement of freight and passenger movements. This includes not only those within the state but also across the Midwest, with a focus on enhancing connectivity of transportation services across the economy. Iowa DOT will work with the Federal Railroad Administration (FRA) and other states in the region to ensure that the region's rail perspectives and issues are adequately addressed within the national rail planning process.

Figure 5.1: State Rail Plan goals and objectives (1 of 2)

Goals	Objectives
Safety and Security	• Solicit applications from local roadway jurisdictions (cities/counties) for Section 130 and Highway-Railroad Crossing Surface Repair projects. • Continue to inspect rail infrastructure. • Communicate with the public regarding rail crossing safety to reduce train collisions. • Continue to convene the Rail Advisory Committee to improve rail safety outcomes in the state. • Identify potential grade separation project locations. • Pursue opportunities to improve community connectivity across rail lines. • Monitor, review, and respond to proposed legislation regarding rail safety. • Monitor crude oil, ethanol, and other hazardous materials routes for safety.
Infrastructure	• Continue to monitor the condition of rail infrastructure in the state via track inspections. • Support programs that improve the condition of highway-rail crossings. • Continue to convene the Rail Advisory Committee to discuss the maintenance of Iowa's rail network. • Upgrade rail line segments and bridges to accommodate heavier railcars and address aging infrastructure to meet current/future needs of modern rail transport. • Upgrade passenger stations to comply with ADA requirements and ensure a state of good repair. • Continue to utilize and enhance the RRLG Program for improving railroad infrastructure.
Economic Development	• Work with economic development agencies and local governments to promote the Railroad Revolving Loan & Grant (RRLG) Program. • Communicate the RRLG program to decisionmakers, economic development agencies, and potential grant applicants. • Award RRLG projects to create/retain jobs and expand the use of rail in the state. • Monitor, review, and respond to proposed legislation regarding rail economic development. • Encourage new and enhanced industrial spurs or industrial parks when suitable. • Continue to support efforts that attract and sustain business in Iowa.

Source: Iowa DOT

Figure 5.1: State Rail Plan goals and objectives (2 of 2)

Goals	Objectives
Connecting Industries	• Use RRLG to encourage industries to use rail transportation. • Continue to convene the Rail Advisory Committee to discuss expansion of freight rail service. • Help educate decisionmakers and the public on the benefits of transporting freight by rail.
Efficiency	• Work with rail partners and the Rail Advisory Committee to eliminate chokepoints that limit the movement of goods and people. • Encourage investments in capacity improvements, especially on short lines. • Promote yard and interchange improvements.
Connecting People	• Continue to support Amtrak long distance routes and expanding services to better serve Iowans. • Explore the expansion of passenger rail service in the state. • Encourage the improvement of accessibility to passenger rail stations. • Continue to meet with the Passenger Rail Advisory Committee to discuss passenger rail issues with stakeholders.
Environmental Impact and Resiliency	• Implement the Crude Oil and Biofuels Rail Transportation Study • Work with other Local/State/Federal agencies regarding the transport of hazardous materials by rail. • Continuously monitor the transition of the rail industry to low-energy/low-emission locomotives. • Continue to convene the Rail Advisory Committee to discuss the transport of hazardous materials. • Pursue opportunities to improve community connectivity across rail lines. • Identify and educate stakeholders on the impacts between land use decisions and rail operations. • Monitor, review, and respond to proposed legislation regarding railroad environmental impacts and resiliency.

Source: Iowa DOT

Strategies

The Iowa DOT Modal Transportation Bureau Rail Team will prioritize resources to focus efforts on the following railroad safety and security and infrastructure strategies. These have been categorized as either (1) policy, implementation, and research or (2) partnership and collaboration.

Safety and Security

Grade Crossing Safety

Policy, implementation, and research

- Maintain focus on reducing grade crossing safety incidents.
- Pursue funding efforts for grade separation studies and construction projects.
- Consider methods to reduce railroad trespassing incidents.
- Seek transportation funding innovations.

Partnership and collaboration

- Advocate to minimize grade crossing accidents/incidents through increased enforcement.
- Promote Operation Lifesaver education material and campaigns.
- Increase public awareness of grade crossing safety.

Blocked Crossings

Policy, implementation, and research

- Support local and railroad coordination to reduce blocked crossing conflicts.
- Expand awareness of Iowa Code 327G.32 to local jurisdictions.
- Increase awareness of FRA's Blocked Crossing Reporting Tool.
- Review and monitor recommendations of 2006 FRA Report- Impact of Blocked Crossings on Emergency and First Responders.

Partnership and collaboration

- Consider and research new technology software to identify and communicate when a crossing is blocked to emergency management.
- Discuss priorities for multimodal transportation system.
- Facilitate discussions with local communities and railroad staff.
- Increase public and law enforcement awareness of RR Emergency Notification Signs (ENS) and procedures.

Train Length

Policy, implementation, and research

- Increase awareness of emergency response and highway operations related to longer trains
- Provide information and research correlation of rail safety and train length
- Monitor Transportation Research Board's Long Train Study for policy recommendations

Partnership and collaboration

- Consider methods to discuss railroad train lengths and operations in Iowa
- Partner with emergency services to understand impacts to emergency response related to increased train lengths
- Increased focused inspections on Hazmat rail lines

Infrastructure

Railroad Agreement Process

Policy, implementation, and research

- Enhance agreement process to improve schedule and cost predictability.
- Modify DOT Design manual to better meet railroad grade separation guidelines and provide easy access to design information.
- Maintain the internally developed annual Railroad Safety Awareness Training for employees to encourage cross discipline learning and information sharing.

Partnership and collaboration

- Participate in FHWA's Community of Interest (COI) which provides opportunities for members and railroads to network and share knowledge.
- Conduct monthly conference calls and annual in-person meeting to foster communication and coordination with rail partners.
- Consider methods to improve agreement review and process timelines.
- Post letting DOT engineering support.

5.2 Program Coordination

Integration with other State Planning Efforts

Iowa coordinates its state transportation planning with various programs and activities at both the state and local levels, following federal laws on coordinated planning. This collaborative approach ensures that different transportation modes work together effectively. The SRP is specifically designed to integrate with and expand upon several existing transportation plans in the state, as discussed further in earlier chapters and noted here. The SRP is both informed by these plans and helps inform the next iteration of them.

- **Iowa In Motion 2050 State Long Range Transportation Plan**: A comprehensive strategy that outlines Iowa's transportation vision for the next several decades, addressing all modes of transport and prioritizing system stewardship.
- **Iowa's 2022 State Freight Plan**: This plan focuses on enhancing freight movement across the state, identifying key corridors and infrastructure needs to support economic growth.
- **2025-2029 Iowa Transportation Improvement Program**: This Five-Year Program (5YP) of projects is developed and approved annually by the Iowa Transportation Commission and includes specific highway and bridge projects anticipated to be constructed over the next five years on the state highway system.
- **Statewide Transportation Improvement Program (2025-2028)**: This program combines projects from the 5YP as well as Metropolitan Planning Organization (MPO) and Regional Planning Affiliation (RPA) 4-year Transportation Improvement Programs, which include federal aid road and transit projects.
- **Iowa Rail Toolkit (2019)**: A resource aimed at supporting rail development and investment in Iowa, providing guidance on best practices and strategies for enhancing rail services.
- **Iowa Highway-Rail Grade Crossing Safety Action Plan (2022-2026)**: This plan focuses on improving safety at highway-rail crossings, aiming to reduce accidents and enhance public safety through targeted interventions.

By aligning the Iowa State Rail Plan with these existing initiatives, the state aims to create a cohesive transportation strategy that meets the needs of all users while promoting economic growth and improving safety and sustainability in Iowa's transportation system.

National and Regional Rail Planning Integration

Since Iowa shares rail corridors and services with other states, it is essential to coordinate with those states through both direct interaction and through comprehensive review and analysis of state or regional rail plans prepared by or in cooperation with other states in the region. Iowa will submit its Draft State Rail Plan to neighboring states for their review and comment. In addition, Iowa DOT will work with FRA and other states in the region to ensure that the region's rail perspectives and issues are adequately addressed within the national rail planning process.

5.3 Rail Agencies

As noted in Chapter 1, Iowa DOT's Rail Transportation Team within the Modal Transportation Bureau is primarily responsible for rail planning for the state. This State Rail Plan does not recommend any departmental changes, nor does it recommend the creation or abolition of any other agencies or authorities.

Rail Transportation Team

The Rail Transportation Team is part of the Modal Transportation Bureau, which also includes the Aviation Team and Public Transit Team. The Team is primarily responsible for all matters involving rail in the state, including rail planning and policy, rail related funding programs, rail safety and inspections, and coordination between railroads and Iowa DOT during highway project development. The Team is comprised of ten full time positions and is overseen by the Rail Director.

Freight/Passenger Policy and Planning

The Rail Transportation Team engages in rail policy and legislation development, advocacy, and communications regarding freight and passenger rail operations. Special emphasis is placed on opportunities to provide network connectivity and economic growth. Additionally, the Rail Transportation Team is primarily responsible for creating and maintaining the State Rail Plan, which is coordinated with other statewide intermodal and modal system plans. This State Rail Plan was created with coordination with Iowa DOT's Systems Planning Bureau.

Grade Crossing Surface/Safety Programs

Grade Crossing Surface Repair Program

The grade crossing surface repair program participates in the cost to rebuild highway-railroad grade crossings. This program assists in maintaining safe and smooth crossing surfaces at highway-railroad crossings. An annual appropriation of $900,000 from Iowa's Road Use Tax Fund assists cities, counties, and railroads with surface repairs. Projects selected for funding receive 60% of the cost of repairs from the Grade Crossing Surface Repair Fund. The highway authority and railroad must each agree to pay 20% of the total project cost. The criteria used to identify priorities for this portion of the funding include, but are not limited to, the following.

- Condition of the crossing
- Safety concerns
- Utilization of the rail line
- Train and motor vehicle traffic density at the site – special consideration may be given to heavy truck traffic
- Recent or planned development or construction in the vicinity of the crossing

Highway-Railroad Crossing Safety Program (Section 130)

The crossing safety program participates in the cost of safety improvements at public highway-railroad grade crossings. These funds are used to install new crossing signal devices, to upgrade existing signals, and to provide low-cost improvements, such as increased sight distance, widened crossings, increased signal lens size, or crossing closures.

Priorities for this funding are determined through a benefit cost analysis. Generally, those crossings with a high probability for a serious crash with a proposed improvement anticipated to be effective and cost efficient will receive the highest priority. The analysis takes into consideration many factors including the following.

- The extent of vehicle and train traffic at the crossing
- The speed of trains at the crossing
- Crossing characteristics
- Anticipated effectiveness of the proposed improvement
- Estimated cost of the improvement
- Safety history at the crossing location

Railroad Revolving Loan & Grant Program

The Railroad Revolving Loan and Grant (RRLG) Program is administered by the Rail Transportation Team. Industries, railroads, local governments, or economic development agencies are eligible to apply. The program provides financial assistance to improve rail facilities that will create jobs, spur economic activity, and improve the rail transportation system in Iowa in three separate categories.

1. Targeted job creation. These rail projects are those that provide immediate, direct job opportunities. Loans and grants are available. Grant funding is contingent on job creation and retention commitments by the applicant and loans can supplement grants if the project cost exceeds the amount available in grant funding. A local match is required for both grants and loans.
2. Rail network improvement. These rail projects are those that support existing rail lines and service or improve industrial access when no direct job creation is involved. Only loans are available in this category. Loans will be offered at zero percent for a 10-year term. Loan requests require a 20% matching contribution.
3. Rail Port Planning and Development. Grants of up to $100,000 are available for planning studies that enable a community, county, or region to make fact-based decisions concerning the location, design, or funding requirements for a rail port facility. The result of a planning study should help decision makers evaluate rail development options that support industrial and business progress and economic growth in the community and region. Grant requests require a 20% matching contribution.

Rail Safety/Track Inspections

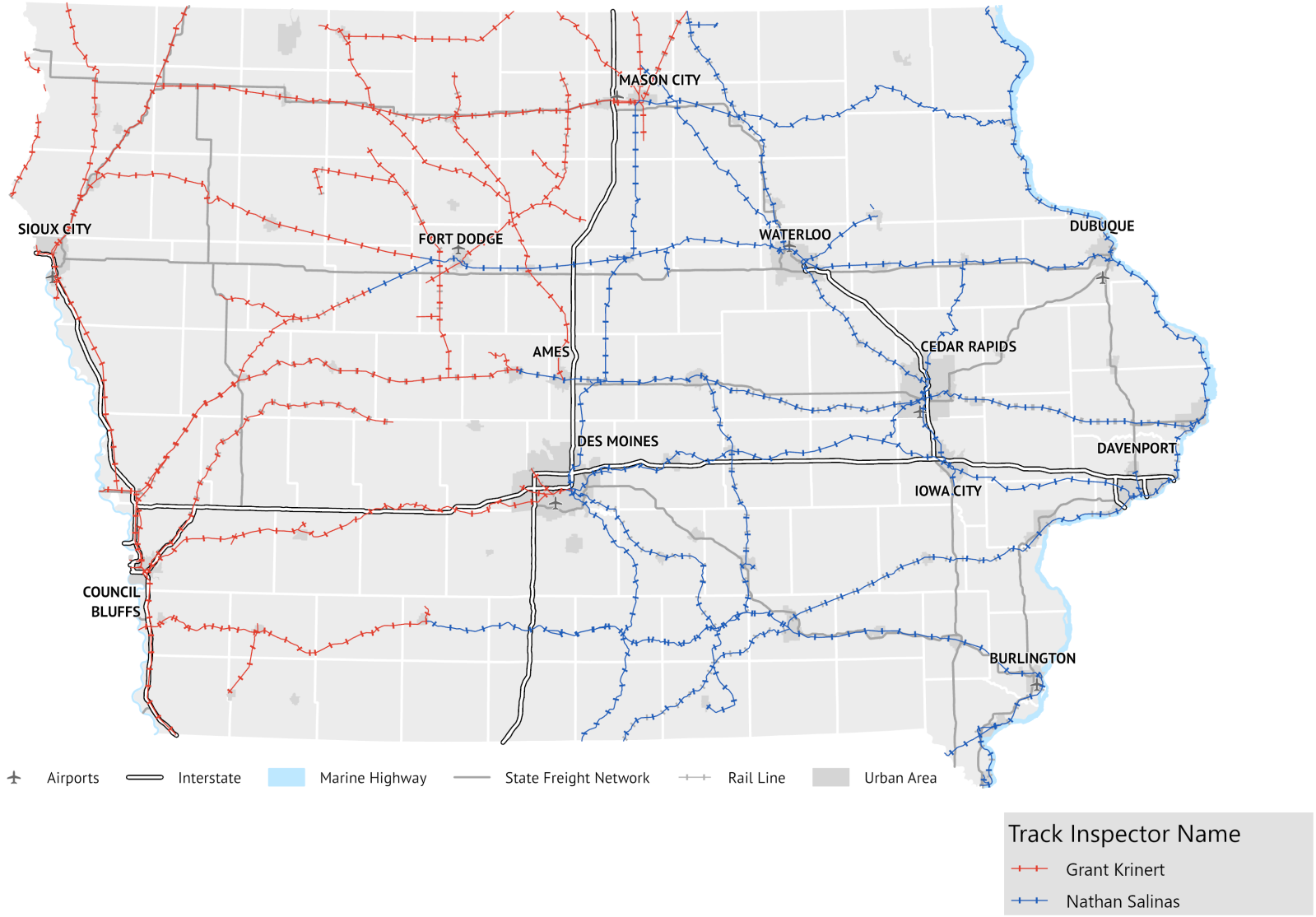
The first federal track safety standards were implemented in 1971, following the enactment of the Federal Railroad Safety Act of 1970 in which Congress granted the FRA comprehensive authority over "all areas of railroad safety." A qualified railroad employee, in accordance with a schedule prescribed in these standards (49 CFR 213), must visually inspect all tracks in Iowa. Iowa DOT's track inspectors, working with the FRA, provide regulatory oversight of railroad track safety effort to enhance railroad compliance with federal law.

Iowa Code Chapter 327C.4 requires the following: "The department shall inspect the condition of each railroad's rail track and may inspect the condition of each railroad's rail facilities, equipment, rolling stock, operations and pertinent records at reasonable times and in a reasonable manner to ensure proper operations." The Rail Transportation Team employs two Track Inspectors. Their contact information and areas of responsibility are shown in Figure 4.2.

Highway/Railroad Crossing Agreements

The Rail Transportation Team is responsible for coordination of highway construction and maintenance agreements and access to railroad right-of-way during highway development projects. This entails negotiation with the railroads during highway project development to ensure successful and safe project completion and to limit disruptions on both the highway and rail networks.

Figure 4.2: Iowa DOT Track Inspectors



Source: Iowa DOT

5.4 Intended Program Effects

This chapter includes Iowa DOT's proposed program of future capital projects and studies, i.e. its Rail Service and Investment Program (RSIP), for short-range (2025 to 2029) and long-range (2030 to 2046) timeframes. The RSIP was developed from a list of potential future passenger and freight rail projects and studies identified during stakeholder outreach, railroad coordination, and Iowa DOT internal coordination undertaken during the development of the State Rail Plan. The list of potential projects and studies is included in Section 5.7. The system objective framework provided in Section 5.1 outlines areas decision-makers should focus on to help them prioritize among needs and risks for short and long-term development. As Class I railroads are generally considered sufficiently capable of funding their own improvements, Class I railroad projects are identified to the extent known during the development of the State Rail Plan.

The projects proposed are based largely on those activities that best protect the Class II and Class III railroads operating in the state; the reduction or elimination of major freight bottlenecks; rail capacity, efficiency, and safety; and rail passenger improvements that are based on preservation and improvement of existing service, the safety of passengers, and potential rail passenger service expansion. These projects offer substantial potential benefits.

As most intercity rail passengers are diverted from automobiles, service improvements and expansion will result in a more extensive and diverse intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency.

For rail freight improvements, the benefits involve increased transportation competition resulting in lower cost to shippers, less highway congestion and damage, and reduced environmental and energy impacts. By their nature, grade crossing improvement projects and other rail-related improvements also increase transportation safety.

5.5 Rail Project Impact and Financing Analysis

FRA's 2013 State Rail Plan Guidance requires states to describe how capital projects were analyzed, with regard to their impacts on passenger rail ridership, potential diversion from highway and air to rail, passenger rail revenues and costs, freight rail project benefits, etc. States are also required to describe their 4- and 20-year (or more) financing plans for passenger rail capital and operating costs.

Passenger Rail

Passenger Rail Project Impact Analysis

Most significant rail intercity or commuter rail projects have a positive impact on overall rail passenger ridership, rail passenger miles traveled, modal diversion from highway and air, and increased rail passenger revenues and/or reduced costs.

Iowa DOT currently has a limited amount of control over the rail passenger operations within the state as the state provides no operational funding for the service. Amtrak operates passenger trains, and as these services in Iowa are multi-state long-distance routes, operations within the state represent only a portion of the total service area. These limitations also reduce the state's ability to significantly affect positive impacts on other modes or influence major modal diversion. The state does have conversations with Amtrak about opportunities to partner on various efforts, when possible.

As noted in Chapter 3, Iowa DOT and other agencies in the state have conducted studies of potential new intercity and commuter passenger rail services which evaluate the estimated ridership, revenues, and costs for new services or service extensions. These studies provide the benchmark information necessary to determine whether further analysis and potential investment in the proposed services are merited.

The Infrastructure Investment and Jobs Act (IIJA), signed on November 15, 2021, established new federal programs and funding mechanisms to develop and implement intercity passenger rail service in the U.S. The law also significantly increased the levels of funding for all types of rail transportation, including freight, intercity passenger, commuter, and transit services. Intercity passenger rail projects will be funded primarily through programs administered by the FRA, such as the Federal-State Partnership for Intercity Passenger Rail (FSP) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) programs.

Non-federal matching funds for passenger rail capital projects will need to be provided by corridor sponsors. State sponsorship for intercity passenger rail service investments may require legislative action to approve the use of existing state funds or to create new state or local revenue streams dedicated to supporting intercity passenger rail.

Passenger Rail Operations Financing Plans

Iowa's intercity passenger rail service is currently limited to Amtrak long-distance routes. Amtrak has sole fiscal responsibility for these long-distance routes. Amtrak service differs from state-supported intercity passenger corridor services where states have the financial responsibility for operating losses but also have a voice in the expected performance and operation of the service. Amtrak operates most state-sponsored intercity service as a contractor to states.

The establishment of new corridor services without federal financial assistance would require Iowa to provide the financing for capital improvements necessary to upgrade routes to passenger service standards and also bear the responsibility for service operating losses in accordance with the 2008 Passenger Rail Investment and Improvement Act (PRIIA) legislation. Therefore, considering the current uncertainties with regard to prospective federal rail funding, decisions to move ahead with a robust passenger rail program must be supported by the necessary planning efforts for the state to be prepared to provide transparency to decision makers. More detailed studies of expanded commuter and intercity rail will need to include a comprehensive examination of all potential financing sources and alternatives to ensure that the public is kept aware of the financial benefits and costs of each alternative.

Passenger Rail Economic Benefits

Studies of new passenger services comprise the largest share of investment dollars in the short term, but there are improvements to existing Amtrak stations and services that will enhance the attractiveness, safety, and accessibility of intercity rail travel and thus enhance mobility. Long-range investments will go farther, building intercity and possibly even commuter rail networks with the potential to facilitate economic growth and enhance the quality of life for Iowans.

Freight Rail

Freight Rail Project Impact Analysis

The freight rail projects identified for the short- and long-range RSIP involve improvements to Iowa's railroads and grade crossing safety. Class I railroads are generally considered capable of funding their own capital projects. However, potential future investments to the state's rail network that were identified through coordination with the state's Class I railroads are shown in the RSIP.

Such self-funding is more challenging for Class II and Class III railroads, which have smaller physical plants and fewer shippers, severely limiting opportunities to generate revenue. Class II and Class III railroads typically earn a fee for picking up and delivering rail carloads from/to the Class I railroads. Some Class III railroads in Iowa have only one connecting Class I railroad. Accordingly, the internal cash flow for a Class II or Class III is often insufficient for yard and line capacity improvements, increasing access to industries, or upgrading legacy track and bridges to handle heavier loads.

Many states, including Iowa, have opted to provide support to their Class II and Class III railroads to upgrade their lines via state and federal funding mechanisms. Iowa DOT can help sponsor applications for federal funding through programs such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and the CRISI program, among others. Such investments ensure that these railroads can continue to serve their shippers, thus helping to retain businesses and employment and prevent the diversion of freight from rail to truck and the consequent maintenance impacts to the state highway system. Projects seeking competitive federal discretionary grant funding under many of the available programs are typically subjected to a rigorous benefit-cost analysis (BCA) to quantify specific public benefits needed to justify the investment, in addition to narrative description of project merits.

Another key area for state and federal investment is highway-rail grade crossing safety. Improvements include upgrades to warning devices and crossing surfaces, as well as crossing closures and grade separations where appropriate. These projects may be funded through the long-running FHWA Railway-Highway Crossing Safety Program (Section 130) or the FRA's Railroad Crossing Elimination Program (RCE), which was launched in 2022. The impacts of such investments are the prevention and reduction of deaths and injuries at highway-rail grade crossings. The main financing mechanisms for state investments in rail lines and in highway-rail grade crossing safety improvements were identified in Chapter 3.

State funding mechanisms, as well as federal grant programs and local matching contributions, can together potentially support the planned and proposed investments in the state rail network described in the Passenger and Freight Rail Capital Program section of this chapter.

Freight Rail Project Financing Plan

The main financing mechanisms for state investments in rail lines and in crossing safety were identified Chapter 3 of the State Rail Plan. These include the following.

- Railroad Revolving Loan and Grant Program (RRLG)
- Railway-Highway Crossing Safety Program (Section 130)
- Highway-Railroad Grade Crossing Surface Repair Program (60/20/20 Program)
- Primary Road Highway-Railroad Grade Crossing Repair Program
- Iowa Highway Grade Crossing Safety Fund

All these mechanisms, as well as various federal programs, can potentially support the planned investments in the state rail network noted in the Passenger and Freight Rail Capital Program section of this chapter.

Freight Rail Economic Benefits

The public benefits of state investment in Iowa's rail network include the transportation-related economic and socio-environmental benefits involved in providing competitive rail service itself, as well as the preservation and protection of irreplaceable rail assets. These rail lines have also steadily produced increased traffic levels which have resulted in former and new shippers receiving cost efficient service.

Through the State Rail Plan development process, Iowa DOT has also gained a better understanding of the rail industry's plans for growth within the state and the projects deemed necessary to facilitate this growth. Therefore, private sector rail projects may receive increased public financial assistance in the future should additional funding become available.

As most proposed long-range projects have yet to be analyzed with regard to economic feasibility, it is premature to identify any correlation between the level of public investment and benefits.

Rail Program Impacts Summary

As noted in earlier chapters, the impacts of freight and passenger rail services in Iowa are sizable in terms of cost savings and employment. Palpable benefits of rail improvements include lower transportation costs and enhanced mobility. Iowa's proposed short- and long-range rail investment plans are intended to have a high correlation between the public funding provided and their intended benefits.

The state's proposed short- and long-range projects are based largely on increasing the efficiency of rail operations of Iowa's railroads, enhancing rail access, expanding or constructing multimodal facilities for handling freight more economically and efficiently (transloads and intermodal facilities), enhancing safety at crossings, upgrading existing passenger rail stations, and the potential for expanding intercity passenger rail services. Typical benefits related to the increased operating efficiency of railroads include improved financial health of both the railroads and the shippers being served. New or improved passenger rail operations provide more cost-effective travel alternatives to travelers.

In general, any improvements in operating efficiency and access to rail service for either rail passengers or freight users achieved through continued investment in the rail network would enhance the existing economic and socio-environmental benefits of the state's freight and passenger services.

5.6 Rail Studies and Reports

Analysis of Iowa's rail network, comments, and recommendations provided through the State Rail Plan's outreach meetings and ongoing railroad coordination and internal Iowa DOT coordination resulted in recommendations for studies to determine the feasibility of future projects to improve rail operations and services in Iowa. The following is a list of proposed or ongoing rail studies being or to be conducted by Iowa DOT, local governments or development organizations, or other entities. It is worth noting that some of these studies do not currently have funding or other support necessary to move forward so timelines, scopes, etc. are still uncertain.

Table 5.1: Short-range (1-4 years) passenger rail studies

Applicant	Title	Description	Estimated Completion Date	Estimated Cost	Funding Source(s)
Illinois DOT	Passenger Rail Corridor ID Planning Study – Long Distance Service Chicago to Quad Cities Service Extension Program*	The proposed Corridor would connect Chicago to Moline, IL, through Naperville and Wyanet, IL. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.	TBD	$500,000	Federal
Greater Iowa City, Inc.	Iowa City to North Liberty Commuter Service	Pop Up Metro project is a potential project along the Iowa City–North Liberty Commuter Rail line in Johnson County, Iowa, that aimed to reintroduce a pilot passenger rail service along an 8.2-mile segment of the Cedar Rapids and Iowa City Railway (CRANDIC) corridor. The service would have connected North Liberty, Coralville, and the University of Iowa campus in Iowa City. A three-year pilot program was in planning and anticipated seeking funding requests in 2026. In January 2025, the Iowa City-North Liberty Commuter Rail project was placed on hold indefinitely after CRANDIC declined to lease trackage for any use or other passenger service on their corridor.	TBD	TBD	No funding has been allocated.
FRA	Amtrak Daily Long-Distance Service Study	The FRA's Amtrak Daily Long-Distance Service Study is intended to create a foundation for further planning of potential future long-distance services. The FRA may also assess potential new Amtrak long-distance routes in its evaluation.	January 2025	TBD	Federal

Total Costs Identified: $500,000

** This project is focused on passenger rail in Illinois but includes service between Chicago and the Quad Cities in the scope of work.*

Table 5.2: Short-range (1-4 years) freight rail studies (section 1 of 3)

Applicant	Title	Description	Estimated Completion Date	Estimated Cost	Funding Source(s)
Mahaska County Development	Oskaloosa Industrial Park Transload Facility	This planning study is looking at developing 29 acres of land near Oskaloosa into a railport /transload facility. The concept includes almost three miles of track and the potential of a diverse array of storage and transloading capabilities.	August 2024	$94,500	$18,900 local; $75,600 state (RRLG*)
Legacy Materials LLC	Booneville North Transload Facility	The purpose of the study is to determine the feasibility of a transload facility to serve Dallas County. The study will determine the current and future needs of the area and prepare a plan for an efficient rail transportation to meet those needs.	July 2025	$125,000	$25,000 local; $100,000 state (RRLG)
Mills County Economic Development Foundation	Pacific Junction South Industrial Park Transload Planning Study	The Mills County Economic Development Foundation seeks to develop approximately 217 acres of land located south of Pacific Junction, Iowa into a railport/transload facility. The development study will assess the feasibility of the facility and determine the economic impacts to the city, county, and region.	September 2025	$103,050	$20,610 local; $82,440 state (RRLG)
Iowa Crossroads of Global Innovation	Iowa Crossroads of Global Innovation Dual Rail and Transload Study	The purpose of the study is to determine the feasibility of a transload facility to serve Webster County. The study will determine the current and future needs of the area and prepare a plan for an efficient rail transportation to meet those needs.	January 2025	$200,000	$100,000 local; $100,000 state (RRLG)
City of Webster City	City of Webster City	The purpose of the study is to identify both local and nonlocal businesses in and around Webster City, Iowa whose operations could be improved with the addition of a rail service. Once identified, the study will investigate four site locations to determine which is the most operational cost feasible for construction of a rail port facility. The area rail service provider is Canadian National (CN).	April 2026	$125,000	$25,000 local; $100,000 state (RRLG)
Iowa DOT	BNSF – Merrill Grade Crossing Study	This is a feasibility study of highway-rail grade crossing safety upgrades and a potential highway-rail grade separation at the intersection of U.S. Highway 75 in Merrill, Iowa, along with two other adjacent highway-rail grade crossings.	January 2027	$675,000	$135,000 state; $540,000 federal (RCE**)

**RRLG: Railroad Revolving Loan and Grant Program*

***RCE: Rail Crossing Elimination Program*

Table 5.2 (continued): Short-range (1-4 years) freight rail studies (section 2 of 3)

Applicant	Title	Description	Estimated Completion Date	Estimated Cost	Funding Source(s)
City of Waterloo	Downtown Waterloo Railyard Relocation and Railroad Crossing Improvement Study	This study will investigate safety improvements to the railroad bisecting Waterloo, Iowa, and the possible relocation of an active railroad yard from the city's downtown to the outskirts of town, which will ease traffic issues through downtown and increase pedestrian access, while safety improvements will make the entire corridor safer.	February 2027	$750,000	$750,000 federal (NAE***)
City of Carroll	City of Carroll Railroad Quiet Zone Study	Establish a quiet zone in the City of Carroll	TBD	$1,500,000	No funding has been allocated.
	Iowa Rail Economic Impact Report	Analysis of the economic impact and transportation system benefits of freight railroad transportation in Iowa, analysis of the capacity and adequacy of shortline rail service, rail transload and intermodal facilities, and development of a guidebook for rail users and local developers.	TBD	$200,000	No funding has been allocated.
	Iowa Grade Crossing Study	Identify and prioritize grade crossings for potential closure, grade separation, or improvement. Could include grade crossing evaluation with LIDAR, an analysis of full-crossing pavement markings where there are quad gates and / or limited queue space, evaluation of the B/C prioritization formula used by DOT, modification of the current methodology or development of a crossing evaluation methodology to improve selection of project candidates, and development of an easily understood means to communicate to railroads and highway authorities the relative risks of crossings under their jurisdiction.	TBD	$1,000,000	No funding has been allocated.
	Railroad / Highway Grade Crossing Signal Preemption	Develop Railroad / Highway Grade Crossing Signal Preemption document.	TBD	TBD	No funding has been allocated.

****NAE: Neighborhood Access and Equity Funds*

Table 5.2 (continued): Short-range (1-4 years) freight rail studies (section 3 of 3)

Applicant	Title	Description	Estimated Completion Date	Estimated Cost	Funding Source(s)
Iowa DOT	Iowa Freight and Passenger Rail Safety Improvement Corridor Study	The study seeks to address safety and mobility concerns along a 108-mile rail corridor in Iowa, hosting both freight (BNSF) and passenger (Amtrak) services. The study will consider 18 passive and 60 active public crossings spanning Union, Clark, Lucas, and Monroe Counties and assess existing corridor conditions, evaluate highway railroad grade crossing risk, analyze trespassing hazards, reduce crashes, improve reliability of Amtrak and freight service conflict points, strengthen long term partnerships, and identify corridor wide safety solution deliverables.	December 2028	$1,000,000	Federal, state, and private sources (Requesting $800,000 in federal funds)

Total Costs Identified: $5,772,550


1425
1425
BNSF
NEW
COOPERATIVE INC
Fertilizer/
Anhydrous
Grain

Table 5.3: Long-range (5-20 years) passenger rail studies

Note: No Federal, state, or local sources have been allocated nor have timelines been established.

Title	Description	Estimated Cost
Iowa Five-Year Passenger Rail Strategic Planning Study	Develop a five-year passenger rail strategic plan to identify potential strategies for the enhancement to existing passenger rail services and corridors in the state and the development of new passenger rail services and corridors in the state.	$75,000
Iowa Thruway Bus Study	Explore implementation of additional thruway bus services connecting to existing and potential future Amtrak services in Iowa and to promote multimodal connectivity (e.g., Osceola-Des Moines-Ames, and Mt. Pleasant-Iowa City-Cedar Rapids).	$25,000
Iowa Passenger Rail Economic Impact Study	Identify the economic impacts of expanding passenger rail corridors and services in Iowa.	$50,000
Chicago-Iowa City- Des Moines Tier II Environmental Impact Study/Service Development Plan/Preliminary Engineering (to increase roundtrip train frequencies from two to four daily roundtrips)	Conduct a Tier II level Environmental Impact Study/Preliminary Engineering/Service Development Plan to increase intercity passenger rail service between Chicago and Des Moines from two daily roundtrips to four daily roundtrips.	$500,000
Iowa City-Des Moines Tier II Environmental Impact Study / Service Development Plan / Preliminary Engineering (two daily roundtrips service)	Conduct a Tier II level Environmental Impact Study / Preliminary Engineering / Service Development Plan to extend intercity passenger rail service from Iowa City to Des Moines.	$5,000,000
Des Moines- Council Bluffs Tier II Environmental Impact Study/Service Development Plan/ Preliminary Engineering	Conduct a Tier II level Environmental Impact Study/Preliminary Engineering/Service Development Plan to extend intercity passenger rail service from Des Moines to Council Bluffs.	$5,000,000
Council Bluffs-Omaha Tier II Environmental Impact Study/Service Development Plan/ Preliminary Engineering	Conduct a Tier II level Environmental Impact Study/Preliminary Engineering/Service Development Plan to extend intercity passenger rail service from Council Bluffs to Omaha.	TBD
Chicago-Omaha Amtrak Intercity Passenger Rail Expansion Study	Identify the potential for implementation of a second intercity passenger rail service frequency between Chicago and Omaha via southern Iowa on the BNSF route presently used by Amtrak's California Zephyr.	$75,000
St. Paul-Mason City-Des Moines-Kansas City Passenger Rail Study	Study the potential for implementation of intercity passenger rail between St. Paul, Des Moines, and Kansas City.	TBD
Chicago-Dubuque- Waterloo-Sioux City Passenger Rail Study	Study the potential for implementation of intercity passenger rail between Chicago, Dubuque, Waterloo, Fort Dodge, and Sioux City.	TBD
St. Paul-Sioux City- Council Bluffs/Omaha- Kansas City Passenger Rail Study	Study the potential for implementation of intercity passenger rail between St. Paul, Sioux City, Council Bluffs / Omaha, and Kansas City.	TBD

Total Costs Identified: $10,725,000

Table 5.4: Long-range (5-20 years) freight rail studies

Note: No Federal, state, or local sources have been allocated nor have timelines been established.

Title	Description	Estimated Cost
Iowa Hazardous Materials Rail Transportation Study	Identify commodities, routing on the state rail network, future commodity and rail transportation trends, and key novel risks for each commodity.	TBD
Iowa Freight Rail Clearance Study	Identify vertical and horizontal clearance issues on the state rail network and any constraints on highway transportation resulting from insufficient clearances on railroad bridges.	TBD
Iowa Rail Database Update Technical Memorandum	Update the Iowa rail system inventory, rail database, and associated GIS mapping maintained by the state.	TBD

Total Costs Identified: TBD

Table 5.5: Summary of short- and long-range studies

Category	Number of studies	Total Costs Identified
Short-range (1-4 years) passenger rail studies	3	$500,000
Short-range (1-4 years) freight rail studies	12	$5,772,550
Long-range (5-20 years) passenger rail studies	11	$10,725,000
Long-range (5-20 years) freight rail studies	3	TBD

Total Costs Identified: $16,997,550

Note: Not all studies have costs identified at this time.

5.7 Passenger and Freight Rail Capital Program

This section identifies the short- and long-range program of projects and studies, consistent with PRIIA requirements, with specific project detail provided in the RSIP.

Short-Range Rail Investment Program

Proposed short-range projects and studies have been evaluated largely based on their respective potential sources of funding eligibility and benefits to be realized from the completion of the projects. This includes preserving the state's past investments and improving the levels of service and financial performance of the state's railroads as well as the estimated benefits expected for projects in terms of freight and passenger system capacity, efficiency, and safety; rail network access; economic development and competitiveness; job creation and retention; transportation savings; energy and environmental benefits; and other program-specific benefits. The state's short-range grade crossing improvement program projects' primary intent is to provide or upgrade active warning devices and to make surface and safety improvements at grade crossing locations throughout Iowa.

Proposed Short-Range Freight Rail Projects and Studies

During the four-year short-range program period, the proposed freight rail projects primarily entail making improvements to the capacity and rail access on the state's railroads.

Proposed short-range freight rail projects can be categorized as follows.

- Enhancements to the Capacity of the State's Rail Network
- Enhancement of Existing Transload Facilities or Construction of New Transload facilities
- Enhancement of Existing Rail Access or Development of New Rail Access for Shippers / Receivers
- Improvements to Bridge Infrastructure
- Enhancements to Safety
- Development of a New Intermodal Facility
- Improvements to Track Infrastructure
- Grade Separation of Highway/Rail Grade Crossings
- Development of an Education and Training Program
- Improvements to Flood Mitigation Measures

Table 5.6: Short-range (1-4 years) passenger rail projects

Name	Description	Benefits	Estimated Capital Cost	Potential Funding Source(s)
Illinois DOT: Phase 1 of Chicago-Omaha Intercity Passenger Rail Service Implementation: Chicago-Quad Cities (two daily roundtrips) (Note: this project is in Illinois)	Establish passenger rail service between Chicago and the Quad Cities. Project in Illinois with benefits to the Quad Cities of Illinois and Iowa.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	TBD	Federal, state, and local sources
West Main Multimodal Corridor Revitalization Project	Multimodal Station Capital Improvements – Ottumwa Amtrak Station included	Perform necessary capital improvements including road, streetscape, municipal, utility and electrical infrastructure upgrades.	$18,800,000	Federal, state, and local sources

Total Costs Identified: $18,800,000

Table 5.7: Short-range (1-4 years) freight rail projects (section 1 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IANR	City of Cedar Falls Railroad Crossing Elimination/Rail Asset Relocation	Remove IANR's Cedar Falls Spur, Railroad Crossing Elimination of 22 rail crossings & relocation of rail assets	Increase Public Safety in downtown Cedar Falls area while also benefitting Public Safety in Butler County and protecting rail infrastructure	$14,455,876	Federal, Railroad, and local sources
IANR	City of Waterloo – Railroad Crossing Elimination Study	Conduct Safety Study for crossing improvements between IANR's Linden and Bryant Yards.	Provide plan for corridor improvement	TBD	Federal, state, and local sources
IANR	Butler County/Shell Rock Railroad Crossing Elimination and Road Realignment	Railroad Crossing Elimination and County Road realignment	Increases Public Safety while modernizing county road configuration due to industrial growth	TBD	Federal, state, and local sources
UP	SE Corporate Woods Drive Over pass in Ankeny, Iowa	Project will comprise replacing the existing at grade rail-roadway crossing with an overpass bridge over the Union Pacific Railroad. The SE Corporate Woods Drive roadway replacement required for constructing the overpass will extend from SE Convenience Boulevard to SE 72nd Street. The overpass bridge will accommodate four travel lanes, a recreational trail, and a sidewalk.	Improve safety, capacity, and efficiency	$23,500,000	Federal, local, and private sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 2 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CPKC	Eliminate two crossings and construct a new bridge and access road over the railroad	Improve safety by eliminating crossings and building a bridge and access road over the railroad east of Nahant Rail Yard. The bridge and access road will allow safe access to the Davenport Regional Water Pollution Control Plant, Compost Facility, and Nahant Rail Yard. The bridge will be above 500-yr flood levels and allow freight to be moved along the rails with no interruptions from vehicular traffic.	The project will improve rail safety through grade separation and crossing eliminations. The project will also allow emergency access during frequent Mississippi River flood events and will also provide economic benefits, protect the environment by reducing emissions, and benefit the surrounding community.	$9,696,077	Federal, local, and private sources
IANR and CPKC	Add Interchange Track Capacity at Nora Springs Junction	Increase track capacity at the IANR/CP Nora Springs Interchange to enhance increasing traffic growth from Northeast Iowa Customers to CPKC origins and destinations.	Improve track capacity and operating efficiencies which delivers better customer service to Northeast Iowa Rail Customers.	TBD	Federal and state sources
UP	Big Soo Terminal Rail Expansion at Sioux City	Construct a new industrial spur to supplement the existing rail capacity at the Big Soo Terminal Facility in Sioux City.	Enhance capacity and rail system access.	TBD	State and local sources
UP	Add Yard/Working Tracks support at Boone	Support switching operations at location to handle increased local business.	Improve safety, capacity, and efficiency.	TBD	Federal, state, and local sources
UP	Add Yard/Working Tracks Support at Marshalltown	Support switching operations at location to handle increased local business.	Improve safety, capacity, and efficiency.	TBD	Federal, state, and local sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 3 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IANR	Expanded Facility Capacity at Manly Logistics Park	Expand track capacity, develop land, and build access road entrance and exit to the Manly Logistics Park.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IANR	Intermodal Facility Construction at Manly	Develop a new intermodal facility on the IANR Manly Subdivision at Manly.	Enhance multimodal capacity, transloading services, and rail system access.	$16,400,000	Federal, state, and local sources
IANR	Bridge Infrastructure Improvements on Manly Subdivision	Improve bridge infrastructure to allow for the handling of 286K Railcars at 40 MPH track speeds at IANR Bridge 177.3, Bridge 178.2, Bridge 202.6, and Bridge 208.7.	Improve safety, capacity, and efficiency.	TBD	Federal and state sources
IANR	Bridge Infrastructure Improvements on Garner Subdivision	Improve bridge infrastructure to allow for the handling of 286K Railcars between Garner and Forest City by replacing IANR Bridge 73.89 and Bridge 74.11.	Improve safety, capacity, and efficiency.	$800,000	Federal and state sources
BNSF	Siding Track for Transload Facilities at Pottawattamie and Mills Counties in Council Bluffs Area	Develop and construct a siding track for use in serving a transload facility under development near Council Bluffs on the BNSF Council Bluffs Subdivision.	Enhance capacity, availability of transloading services, and rail system access.	TBD	State and local sources
CN and UP	Iowa Falls / Hardin County Dual Rail Connection and Transload Facility at Iowa Falls	Construct a dual-rail connection track to the CN Waterloo Subdivision and the UP Mason City Subdivision, four yard tracks, and a siding each near CN and UP interchanges, and a transload/terminal facility.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	State and local sources
IANR	Wayside Detector Equipment for Cedar Rapids and Manly Subdivisions	Install Hot Box and Dragging Equipment detectors every 20 miles on the IANR. Install a site with a Wheel Impact Load Detector, Acoustic Bearing Monitor, Truck Hunting, and Weigh-in-Motion Scale in the vicinity of Shell Rock.	Wayside Detectors provide a high level of protection from mechanical failures of rail cars and enhance safe operations at speeds of 40 MPH per recommendation of Association of American Railroads Recommended Operating Procedures	$800,000	TBD

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 4 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IANR	Advanced Switch Point Protection on Cedar Rapids and Manly Subdivisions	Install advanced switch point protection on the IANR Cedar Rapids and Manly Subdivisions to provide increased safety utilizing locomotive PTC equipment.	Provide for protection of train operations encountering reversed main track switches using PTC technology.	TBD	TBD
IANR	Bridge Infrastructure Improvements on Cedar Rapids Subdivision	Improve bridge infrastructure to allow for the handling of 286K Railcars at 40 MPH track speeds at IANR Bridge 103.1, Bridge 124.9, Bridge 142.7, and Bridge 143.9.	Improve safety, capacity, and efficiency.	TBD	Federal and state sources
IANR	Flood Mitigation Measures at Cedar Rapids	Address flood prone area along the Cedar River by performing bank stabilization measures on the Cedar Rapids Subdivision from MP 101.2 to MP 200.9 at Linn Junction near Cedar Rapids.	Improve safety, capacity, efficiency, and resiliency.	$500,000	Federal, state, and local sources
IAIS	Bridge Modifications at Colfax	Complete modifications to bridges that restrict the movement of high-wide loads due to the truss construction at Colfax (Newton Subdivision MP 329.1).	Improve safety, capacity, and efficiency.	TBD	IAIS awarded $29,883,200 in FY 2023-2024 CRISI funding– 80/20 matching)
IAIS	Bridge Modifications at De Soto	Complete modifications to bridges that restrict the movement of high-wide loads due to the truss construction at De Soto (Council Bluffs Subdivision MP 380.4).	Improve safety, capacity, and efficiency.	$1,820,000	IAIS awarded $29,883,200 in FY 2023-2024 CRISI funding – 80/20 matching)
CIC	Rail Corridor Rehabilitation	Replacement of railroad ties along 56 miles of main line track from Cedar Rapids to Hills, Iowa	Improve safety, capacity, and efficiency.	$23,800,000	CIC awarded $19,040,000 in FY 2023-2024 CRISI funding – 80/20 matching)
CPKC	Fauser Rail Terminal Rail Access at New Albin	Construct a rail spur to serve Kermin Industries located on the CPKC Marquette Subdivision at New Albin.	Enhance rail system access and capacity.	TBD	State and local sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 5 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CPKC	Pattison Sand Unit train Capacity Expansion at Garnavillo	A six-phase project to expand the unit train capacity for Pattison Sand on the CPKC Marquette Subdivision near Garnavillo.	Enhance rail system access and capacity.	TBD	State and local sources
KJRY	Yard and Main Track Enhancements at Keokuk	The project would expand the Twin Rivers Yard by adding new yard tracks and undertaking other major yard rehabilitation, including replacing damaged infrastructure from derailments and flooding. Improvements will also be made to the main track between US 136 Overpass to the Mississippi River Bridge.	The project will enhance operating capacity, efficiency, and safety for the line. The project will also improve environmental impacts and increased capacity in Keokuk will reduce the repetitive movements across the Mississippi Rive Bridge currently required to address the space limitations and reduce unnecessary burdens on the increasingly deteriorating bridge.	TBD	State, local, and private sources
IANR	Iowa Northern Education and Training Program	Development and delivery of virtual, and in-person education and training courses, development of a customized learning platform to deliver those courses, as well as remote and in-person locomotive simulator education and training.	Improve railroad safety, compliance with FRA regulations, enhance and expand work force development, and improve the efficiency of rail operations	$6,781,830	IANR awarded $5,425,464 in FY 2020 CRISI funding – 80/20 matching)

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 6 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
KJRY	Rail Upgrade Project	Replace ties, resurface, and upgrade rail over 100 miles on the KJRY improving the track excepted and Class 1 FRA track safety standard to Class 2	Improve safety, capacity, and efficiency.	$20,000,000	Federal and private sources
IANR	Industrial Park Development at Forest City	Construct a rail served industrial park on North Central Iowa Rail Corridor in Forest City.	Enhance IANR rail system access, provide for industrial rail access for Forest City, Iowa.	TBD	Federal, state, and local sources
IANR	Industrial Park Development at Garner	Construct a rail served industrial park on North Central Iowa Rail Corridor in Garner.	Enhance IANR rail system access, provide for industrial rail access for Garner, Iowa.	TBD	Federal, state, and local sources
IANR	Industrial Park Development at Oelwein	Construct a rail served industrial park on the IANR Oelwein Subdivision in Oelwein.	Enhance IANR rail system access, provide for industrial rail access for Oelwein, Iowa.	TBD	Federal, state, and local sources
IANR	Industrial Park Development at Palo	Construct a rail served industrial park on the IANR Cedar Rapids Subdivision in Palo.	Enhance IANR rail system access, provide for industrial rail access for Palo, Iowa.	TBD	Federal, state, and local sources
IANR	Advanced Switch Point Protection	Install advanced switch point protection on IANR Manly and Cedar Rapids Subdivisions to provide increased safety utilizing Locomotive PTC equipment.	Provide for protection of train operations encountering reversed Main Track Switches using PTC technology.	TBD	TBD

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 7 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IANR	Remote Control Switches	Install Remote Control Switch Machines in Waterloo, Nora Springs Jct. and Plymouth Jct. on IANR	Expedite train movements between IANR and CN in Waterloo and between IANR and CPKC in Nora Springs	$200,000	TBD
BJRY	Le Mars Transload Expansion	Construct improvements that expand the capacity of a transload operated by the BJRY in the Le Mars Industrial Park and allow it to handle additional commodities.	Enhance capacity, availability of transloading services, and rail system access.	TBD	State and local sources
BJRY	Transload/Intermodal Investments	Investments in new transloading and intermodal capabilities, terminals, and operations across network.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	TBD
CPKC	CTC on Kansas City Subdivision	Add CTC to 102 miles of the Kansas City Subdivision. Anticipated to be complete in 2025.	Improve safety, capacity, efficiency, and resiliency.	TBD	TBD
CPKC	Davenport Riverfront Rail Crossing Safety Improvements Project	Project includes various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing in Davenport. With the proximity of the CPKC rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance	Improve safety, capacity, efficiency, and resiliency.	$3,437,150	Federal sources (Funding through a FY22 CRISI Grant, 80/20 matching)

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 8 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CPKC	South Concord Street Grade Separation	Project would eliminate two highway-rail grade crossings (elimination of one crossing and creation of a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant	Improve safety, capacity, efficiency, and resiliency.	$9,696,078	Federal sources (Funding through a FY22 RCE Grant, 80/20 matching)
BSV	New Interchange and Access at Boone	One of BSV's customers has an expansion planned in 3-4 years, which would significantly increase the railcar traffic. BSV is working on designs for a new interchange with UP, along with additional areas for rail served customers, are being developed to accommodate customer expansion planned in 3-4 years.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	TBD
UP	Network Renewal Projects	Rail, tie, and signal renewals throughout the state.	Improve safety, capacity, efficiency, and resiliency.	TBD	Federal, state, local, and private sources
CIC	Bridge Replacement at Iowa River	Construction of new Iowa River Bridge (Bridge I-142) that will replace the 2 existing steel truss spans and 2 existing through girder spans.	Improve safety, capacity, efficiency, and resiliency.	TBD	TBD
CIC	Bridge Replacement at Cedar Rapids	UP Overhead Bridge replacement will replace the 106' 5 span bridge and timber trestles with 182'5" span and steel trusses with concrete piers.	Improve safety, capacity, efficiency, and resiliency.	$5,956,030	Federal sources (Funding through a FY19 CRISI Grant, 50/50 matching)

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 9 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CIC	Streamline Rail Operations and Improve Yard Safety in Cedar Rapids	Includes various improvements (e.g., new tracks, station building, and equipment) to expand the CIC Smith-Dows Rail Yard. The Project will remove capacity and facility constraints, make interchanging and switching operations safer, ensure fewer locomotive and Screw truck traffic emissions, and create a dependable reporting location and storm shelter for CIC operation staff.	Improve safety, capacity, efficiency, and resiliency.	$11,700,000	Federal sources (Funding through a FY22 CRISI Grant, 50/50 matching)
BNSF	Transload Facility and Rail Industrial Park in Mills County	Develop transload facility and rail industrial park in Mills County. This is in preliminary design.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Local sources
CN and CPKC	Charles City Transload	The proposed project will re-purpose the former Oliver/White Tractor Manufacturing plant site as a railcar-truck transload center for transshipment of propane, bio-renewables, and specialized fuels through connections with both CP and CN railroads. Project is expected to create 20-25 new jobs.	Enhance multimodal capacity, transloading services, and rail system access.	$9,595,000	State, local, and private sources (Awarded $1,140,000 RRLG in 2022)
UP	Cold Links Logistics	Project is adding a switch and 2,500-foot rail spur to the planned industrial facility connecting it to the railroad network. The project is expected to create 60 new jobs (plus additional contractor jobs to support daily operations of the finished manufacturing facility).	Enhance multimodal capacity, transloading services, and rail system access.	$60,000,000	State, local, and private sources (Awarded $687,933 RRLG in 2022)

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 10 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Ten D/Merchants Distribution Service	Project will add 1 mile of new rail and replace/upgrade/make accessible 1.5 mile of existing rail. Also will add additional transloading service capacities and capabilities.	Enhance multimodal capacity, transloading services, and rail system access.	$8,665,822	State, local, and private sources (Awarded $1,500,000 RRLG in 2022)
UP	New Horizons Switching Track and Additions	Atlas Roofing Corporation, Clinton, Co is building a new roofing materials plant that will produce asphalt shingles. The $218M plan includes rail infrastructure that will also benefit future rail access in the industrial park.	Improve safety, capacity, and efficiency.	$218,000,000	State, local, and private sources (Awarded $2,119,000 RRLG in 2024)
CN	A-line EDS	A-line E.D.S. recycles electrical transformers from utilities companies. This new rail spur would allow mineral oil and scrap metal to be shipped out by rail using Canadian National (CN) and the potential for larger transformers to be processed at this facility.	Enhance multimodal capacity, transloading services, and rail system access.	$4,000,000	State, local, and private sources (Awarded $1,309,000 RRLG in 2025)
BJRY	BJRY Rail Yard and Transload Expansion	This project will demolish a 19,000 SF building and construct a spur into a 16,000 SF building to the North for use as a transload facility.	Enhance multimodal capacity, transloading services, and rail system access.	$343,132	State, local, and private sources (Awarded $257,349 RRLG in 2025)
BNSF and CPKC	Appanoose County Rail Extension	This project would add a new rail spur and up to 6-miles of new track connecting Iowa Southern Railway (IASR) to proposed industrial sites East of Centerville, with connection to Canadian Pacific Kansas City (CPKC) . Two large agricultural produces are nearing the commitment stage in the development of these sites.	Improve safety, capacity, and efficiency.	$6,000,000	State, local, and private sources (Awarded $4.8 million in CRISI funds in 2024 and $600,000 RRLG in 2025)

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 11 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Heartland Co-op Greenfield Rail Loading Elevator	This project will construct a loading facility and unit train capable loop track with a connection to Union Pacific (UPRR), Northeast of Millerton.	Enhance multimodal capacity, transloading services, and rail system access.	$50,000,000	State, local, and private sources (Awarded $1,840,000 RRLG in 2025)
IAIS	Reid Line LLC Dexter Rail Yard Improvements	This project will make improvements to an existing spur and add additional rail car storage, an under track unloading pit and support a potential rail accessible warehouse. The area rail service provider is Iowa Interstate RR Ltd (IAIS).	Improve safety, capacity, and efficiency.	$6,507,386	State, local, and private sources (Awarded $957,000 RRLG in 2025)
MULTIPLE	Railroad Revolving Loan and Grant Program	This program administered by Iowa DOT provides financial assistance to improve rail facilities that will create jobs, spur economic activity and improve the rail transportation system in Iowa.	Improve safety, capacity, efficiency, resiliency, and economic development.	TBD	State sources (Note: this program receives annual appropriations)
MULTIPLE	Statewide Grade Crossing Improvement and Upgrade Projects (Federal Highway-Railroad Crossing Safety Program)	Includes anticipated annual funding from the Federal Highway- Railroad Crossing Safety Program (approximately $5.31 Million per year) to upgrade crossings with passive warning devices including crossbucks to active warning devices including flashing light signals and gate arms; upgrading existing signals; improve crossing surfaces; and to provide low-cost improvements such as increased sight distance, medians, widened crossings, or to close crossings.	Improve grade crossing signals and surfaces, safety, and efficiency and reduce highway congestion through routine infrastructure investment.	$21,240,000	Federal and state sources (Note: Approximately $5.31 Million per year on average, based upon current program funding. For years 1-4 inclusive funding would be approximately $21.24 Million.)
MULTIPLE	Statewide Track and Bridge Infrastructure Upgrades to Accommodate 286K Rail Cars	Upgrade segments, including track and bridges, of the rail network that were identified as being incapable of handling 286K rail cars.	Improve safety, capacity, and efficiency.	TBD	Federal, state, and local sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 12 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
MULTIPLE	Statewide Grade Crossing Improvement and Upgrade Projects (State Highway-Railroad Surface Repair Program)	Includes anticipated annual funding from the State Highway-Railroad Crossing Surface Repair Program (approximately $900,000 per year) to promote safety through surface replacement programs at public highway-railroad grade crossings.	Improve grade crossing surfaces, safety, and efficiency and reduce highway congestion through routine infrastructure investment.	$3,600,000	Federal and state sources (Note: Approximately $900,000 per year on average, based upon current program funding. For years 1-4 inclusive funding would be approximately $3.6 Million)
MULTIPLE	Statewide Grade Crossing Safety Fund	Includes funding for a portion of the maintenance costs for traffic control devices activated by the approach or presence of a train installed under the Highway-Railroad Crossing Safety Program.	Improve grade crossing safety and efficiency.	$2,800,000	Federal and state sources (Note: Approximately $700,000 per year on average, based upon current program funding. For years 1-4 inclusive funding would be approximately $2.8 Million)
IAIS	Davenport Elevated Trainway	Height of railroad bridges restricts vehicle traffic in downtown Davenport. Existing railroad clearance of around 11 ft. could be improved to 13.5 ft. on three main bridges. Delays railroad traffic following vehicle strikes while waiting for inspection.	Improve safety, capacity, and efficiency.	$16,000,000	State and local sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 13 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IAIS	Highway T38N and IAIS Road Crossing Elimination	Grade separation of Highway T 38 N over IAIS Railroad in Jasper County	Improve emergency response access, ensuring reliable connectivity during severe weather and flooding events, reducing emissions from idling vehicles at blocked crossings, upgraded drainage infrastructure, improved access for local communities and agricultural operations, and support for economic growth tied to freight, industry, and farming.	$8,000,000	Federal, state, and private sources
CN	Oelwein Viaduct Project	Removal of the current viaduct and replacing the structure with two railroad bridges.	Continued connectivity of the west side of Oelwein to the east side. More access for public safety vehicles. Continued access for pedestrians.	$5,218,974	Federal and local sources
CPKC	Dubuque-East Dubuque SafeTrack Project	Upgrade 17 railroad crossings in Dubuque, Iowa, and East Dubuque, Illinois. This includes a combination of 2- and 4-quadrant gates, constant warning time (CWT) and presence detection systems, medians, signs, fencing, and closure of an at-grade rail crossing.	Accurate warning times, prevention of gate violations, consistent train speeds, reduced dwell times, increased network capacity, real-time monitoring, ITS integration, durability, reduced legal claims, lower insurange premiums, public trust, reduced accidents, less trespassing, decreased injuries and fatalities, fewer spills, optimized freight movement, operational efficiency, access to markets, reduced delays, optimized scheduling, quick repairs, and mitigated disruptions.	$5,110,000	Federal and local sources

Table 5.7 (continued): Short-range (1-4 years) freight rail projects (section 14 of 14)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CRANDIC	Locomotive Fleet Modernization	Acquisition of three EMD SD70ACe-Tier 4 locomotives from Progress Rail.	Enhanced operational efficiency, increased freight capacity, and minimizing the frequency of blocked public highway crossings.	$11,340,000	Federal and private sources
BNSF	Merrill Rail Crossing Elimination and Improvements Project	Preliminary engineering, environmental documentation, and final design to grade separate the existing highway-rail-at-grade crossing of the BNSF Railway with U.S. 75 and improve crossing safety improvements at two local roads as a continuation of the previous RCE Planning Study grant award.	Enhanced operations and increased safety, reliability, and emergency services access.	$6,000,000	Federal, state, and private sources

Total Costs Identified: $591,963,355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Long-Range Rail Investment Program

Iowa's long-range RSIP is comprised of projects identified by Iowa DOT and other rail stakeholders to address rail passenger and freight needs, rail system access, infrastructure enhancement or replacement, and grade crossing safety. These projects, however, are not expected to be implemented within the next four years.

The long-range program includes prospective freight and passenger rail projects receiving support during the public outreach process, regardless of funding availability or technical analysis at this time. These projects are subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, long-range program updates will reflect more current and accurate information, including capital cost estimates for implementation. Upon the availability of state or federal funding resources, projects selected for implementation may move to the short-range RSIP in the future.

Proposed Long-Range Freight Rail Projects and Studies

Projects proposed for public funding beyond the four-year short-range program period will be subject to funding availability as well as further analysis as to their viability and relative benefits to costs.

Similar to the short-range program, the objective of most long-range projects will be to improve the capacity, efficiency, and safety of the state's railroads, particularly in yards and congested terminal areas; enhance rail access by expanding or constructing transload and intermodal facilities for handling freight more economically and efficiently; upgrade or replace legacy rail bridges over the Mississippi River; and improve flood mitigation measures.

Proposed long-range freight rail projects can be categorized as follows.

- Enhancements to the Capacity of the State's Rail Network
- Enhancement of Existing Transload Facilities or Construction of New Transload Facilities
- Improvements to Bridge Infrastructure
- Improvements to Flood Mitigation Measures
- Improvements to Track Infrastructure
- Enhancement of Existing Rail Access or Development of New Rail Access for Shippers/Receivers
- Grade Separation of Highway/Rail Grade Crossing
- Improve Traffic Congestion and Enhance Safety in an Urban Rail Corridor
- Development of a New Intermodal Facility

Freight Rail Safety Projects

In conjunction with and in addition to the short- and long-range proposed freight projects, Iowa DOT has set long-range goals for the state's rail network and its public highway rail crossings. Iowa DOT annually programs at-grade improvement projects based on both project needs and priority projects identified from its crossing accident prediction formula results and corridor analyses.

From FY 2022 – FY 2026, the Iowa DOT expects to receive approximately $5.7M in funding from the federal Highway-Railroad Crossing Safety Program (Section 130). This is an addition to the $900,000 in annual appropriation from Iowa's Road Use Tax Fund. Projects selected for funding receive 60 percent of the cost of repairs from the Grade Crossing Surface Repair Fund, while the highway authority and railroad must each agree to pay 20 percent of the total project cost. Similar funding levels are anticipated for long-range crossing projects that are yet to be identified (and not included in the following tables).

Table 5.8: Long-range (5-20 years) passenger rail projects (section 1 of 3)

Name	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
Implementation of a Quad Cities to Iowa City Thruway Bus Service (two daily roundtrips)	Establish a temporary Thruway bus service connecting the Phase 1 Chicago-Quad Cities passenger rail service with Iowa City.	Implementation of a Quad Cities-Iowa City Thruway bus service will provide a temporary, dedicated connection to Iowa City, until passenger rail service can be extended from the Quad Cities to Iowa City in Phase 2 of the Chicago- Omaha passenger rail implementation.	$50,000	Amtrak
Phase 2 of Chicago- Omaha Intercity Passenger Rail Service Implementation: Chicago-Quad Cities- Iowa City (two daily roundtrips)	Extend the Chicago-Quad Cities passenger rail service to Iowa City.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	$295,000,000 (Approximate based on 2020 Corridor Study)	Federal, state, and local sources
Phase 3 of Chicago- Omaha Intercity Passenger Rail Service Implementation: Chicago-Quad Cities- Iowa City-Des Moines (two daily roundtrips)	Extend the Chicago-Iowa City passenger rail service to Des Moines.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	$342,900,000	Federal, state, and local sources (Note: Approximately $342.9 Million – based upon the estimated capital cost in the 2013 Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study, escalated to 2016 dollars)

Table 5.8 (continued): Long-range (5-20 years) passenger rail projects (section 2 of 3)

Name	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
Phase 4 of Chicago- Omaha Intercity Passenger Rail Service Implementation: Increase Number of Frequencies Chicago- Quad Cities-Iowa City- Des Moines (four daily roundtrips)	Increase the number of daily passenger train frequencies between Chicago and Des Moines from two to four.	Enhancement of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	$123,300,000	Federal, state, and local sources (Note: Approximately $123.3 Million – based upon the estimated capital cost in the 2013 Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study, escalated to 2016 dollars)
Phase 5 of Chicago- Omaha Intercity Passenger Rail Service Implementation: Chicago-Quad Cities- Iowa City-Des Moines-Council Bluffs (four daily roundtrips)	Extend the Chicago-Des Moines passenger rail service to Council Bluffs.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	$320,500,000	Federal, state, and local sources (Note: Approximately $320.5 Million – based upon the estimated capital cost in the 2013 Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study, escalated to 2016 dollars)
Phase 6 of Chicago- Omaha Intercity Passenger Rail Service Implementation: Chicago-Quad Cities- Iowa City-Des Moines-Council Bluffs-Omaha (four daily roundtrips)	Extend the Chicago-Council Bluffs passenger service to Omaha.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts and will provide economic development opportunities.	TBD	Federal, state, and local sources
Implementation of Intercity Passenger Rail Service Chicago-Dubuque	Establish intercity passenger rail service between Chicago and Dubuque. Most of corridor located in Illinois.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	TBD	Federal, state, and local sources

Table 5.8 (continued): Long-range (5-20 years) passenger rail projects (section 3 of 3)

Name	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
Implementation of Intercity Passenger Rail Service St. Paul-Mason City-Des Moines-Kansas City	Establish intercity passenger rail service between St. Paul, Des Moines, and Kansas City.	Implementation of new intercity passenger rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	TBD	Federal, state, and local sources
Implementation of Commuter Rail Service Iowa City-Cedar Rapids	Establish commuter rail service on the CRANDIC Corridor between Iowa City and Cedar Rapids.	Implementation of new commuter rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	TBD	Federal, state, and local sources
Implementation of Commuter Rail Service in the Des Moines Metropolitan Area	Establish commuter rail service on existing rail corridors in the Des Moines Metropolitan Area, including a service from Des Moines to Ames.	Implementation of new commuter rail service will provide additional alternatives for passenger travel, will reduce highway and related impacts, and will provide economic development opportunities.	TBD	Federal, state, and local sources

Total Costs Identified: $1,081,750,000

Table 5.9: Long-range (5-20 years) freight rail projects (section 1 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
BRJY	Mt. Pleasant Transload Building	Construct a 6,000 SF transload building in Mount Pleasant, Iowa to be used for rail-to-truck and truck- to-rail cross-dock transloading.	Enhance capacity, availability of transloading services, and rail system access.	$670,000	Federal, State, Local and Private Sources
IANR	Expand Capacity at Nora Springs on the Manly Subdivision	Expand capacity to better accommodate interchange between IANR and CPKC at Nora Springs	Increase operating capacity, efficiency, and safety.	TBD	State and local sources
KJRY	Rehabilitation of the Railroad Bridge over Mississippi River	The project will rehabilitate the freight rail bridge spanning the Mississippi River in Keokuk, IA. The bridge, owned by the City of Keokuk, is in very poor condition, which has been worsened by major flooding in 2008 and minor flooding in subsequent years. Rehabilitation work to the bridge will include removing deteriorated masonry/ concrete, installing new dowels/ rebar, and place new encasement concrete on piers and abutments. Work will also include cleaning and spot painting of critical areas of the bridge structure with a rust penetrating sealer and topcoat.	This project will preserve the existing transportation network of an economically challenged rural region that spans portions of three states. The Keokuk Rail Bridge serves as a link in the supply chain between agricultural communities and processing facilities on both sides of the river and offers the ability to attract new industries to the area in the future. The bridge has recently offered a secondary benefit to the region by supporting a new broadband fiber line that connects Illinois and Iowa. This connection has enabled greater network reliability and provided the first-class data connections to regional network hubs in Chicago, St. Louis, Des Moines, and Omaha that the Keokuk region previously lacked.	$10,000,000	Federal, State, Local and Private Sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 2 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CN and UP	Expand Capacity on Joint-Use Line between Le Mars and Sioux City	Enhance capacity on the CN Cherokee Subdivision (owned by CN; maintained by UP) trackage shared by CN and UP to address existing bottleneck.	Increase operating capacity, efficiency, and safety.	TBD	State and local sources
DAIR	Siding construction near Beloit	Install one 8000-foot meet and pass siding at MP 46 to address increasing traffic on the subdivision and improve the efficiency of the line and train operations.	Improve safety, capacity, and efficiency.	TBD	State, local, and private sources
DAIR	Bridge enhancements in Iowa between Canton, SD and Elk Point, SD	Maintenance enhancements to 19 steel truss bridges, through steel girder bridges, and open steel girder bridges that are at least 60 years of age, including six Big Sioux River crossings, as well as numerous timber structures approaching 70 years of age.	Improve safety, capacity, and efficiency.	TBD	State, local, and private sources
DAIR	Rail line upgrades near Hawarden	Replace approximately 9 miles (MP 22-29 and 35-37) of legacy 100 pound rail in current use to 115 pound heavy rail.	Improve safety, capacity, and efficiency.	TBD	State, local, and private sources
BNSF, CN, DAIR, and UP	Terminal Capacity Improvements at Sioux City	Improve the safety and efficiency of train operations at an at-grade crossing of several rail lines in the congested terminal area and improve capacity for carload interchange between railroads.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
UP	Grade Crossing Closures and/or Grade Separations at Sioux City	Consider closing and/or grade separating the following crossings with UP in Sioux City: 11th Street, 18th Street, and 28th Street; coordination between UP and the City of Sioux City for potential projects is ongoing.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 3 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
BNSF	BNSF Gordon Drive Viaduct Vertical Clearance Improvements at Sioux City	Make clearance improvements at the Gordon Drive viaduct in Sioux City, which presently has a vertical clearance of 17'6" Above Top of Rail and does not allow for the passage of BNSF double-stack container trains.	Increase operating capacity, efficiency, and safety.	$172,023,000	Federal, state, and local sources
UP	Capacity Improvements in Western Iowa	Enhance line capacity on the UP Sioux City Subdivision between California Junction and Sioux City, potentially through the enhancement of existing sidings and/or construction of additional sidings.	Improve safety, capacity, and efficiency.	TBD	Federal, state, and local sources
CN and UP	Address bottleneck between Council Bluffs and Omaha	CN uses trackage rights over UP Missouri River Bridge between Council Bluffs and Omaha, and experiences operating delays. CN traffic between Council Bluffs and Omaha is limited. Capacity improvements could be made to lessen CN operating delays.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IAIS	Transload Expansion at Council Bluffs	Expansion of existing tracks and laydown areas including paving, stormwater management, and improved roadway access.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Western Iowa sidings	Extend sidings on the IAIS Council Bluffs Subdivision to accommodate longer train lengths and increased traffic at Hillis, Atlantic and Booneville.	Improve safety, capacity, and efficiency.	$6,500,000	State and local sources (Booneville cost is $2.0 Million, Atlantic cost is $2.5 million, and Hillis cost is $2.0 million)

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 4 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CN and UP	Rail Access Improvement at Fort Dodge	Provide enhanced rail access to CN and UP in the Fort Dodge area at a certified industrial site located in Tara, west of Fort Dodge. Options could potentially include an industrial spur and transload facility.	Enhance capacity, availability of transloading services, and rail system access.	TBD	State and local sources
BSV and UP	Boone Industrial Park Upgrade Phase III	Replace UP interchange to provide increased capacity and install new 1300-foot siding to improve rail car sorting.	Increase operating capacity, efficiency, and safety.	TBD	State, local, and private sources
IAIS	Bridge Modifications at Victor	Complete modifications to bridges that restrict the movement of high-wide loads due to the truss construction at Victor (Newton Subdivision MP 278.1).	Increase operating capacity, efficiency, and safety.	$5,100,000	State and local sources
IAIS	Industrial Park Construction at West Des Moines	Construct rail served industrial parks to expand rail access to customers in growing industrial areas in central Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS and UP	Bypass Track at Des Moines	IAIS has trackage rights over UP between East Des Moines and Short Line Junction in Des Moines. Project would construct a bypass track for IAIS around UP Short Line Yard to add capacity and allow IAIS to operate through the terminal without restrictions.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IAIS	Flood Mitigation at Des Moines	Address flood prone areas at Des Moines (Council Bluffs Subdivision MP 359.04-MP 362.25).	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 5 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
CN and UP	Rail Access Improvement at Fort Dodge	Provide enhanced rail access to CN and UP in the Fort Dodge area at a certified industrial site located in Tara, west of Fort Dodge. Options could potentially include an industrial spur and transload facility.	Enhance capacity, availability of transloading services, and rail system access.	TBD	State and local sources
BSV and UP	Boone Industrial Park Upgrade Phase III	Replace UP interchange to provide increased capacity and install new 1300-foot siding to improve rail car sorting.	Increase operating capacity, efficiency, and safety.	TBD	State, local, and private sources
IAIS	Bridge Modifications at Victor	Complete modifications to bridges that restrict the movement of high-wide loads due to the truss construction at Victor (Newton Subdivision MP 278.1).	Increase operating capacity, efficiency, and safety.	$5,100,000	State and local sources
IAIS	Industrial Park Construction at West Des Moines	Construct rail served industrial parks to expand rail access to customers in growing industrial areas in central Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS and UP	Bypass Track at Des Moines	IAIS has trackage rights over UP between East Des Moines and Short Line Junction in Des Moines. Project would construct a bypass track for IAIS around UP Short Line Yard to add capacity and allow IAIS to operate through the terminal without restrictions.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IAIS	Flood Mitigation at Des Moines	Address flood prone areas at Des Moines (Council Bluffs Subdivision MP 359.04-MP 362.25).	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 6 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
IAIS	Flood Mitigation at Pleasant Hill	Address flood prone areas at Pleasant Hill (Newton Subdivision MP 352.25-MP 353.0).	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources
IAIS	Industrial park construction at Altoona	Construct rail served industrial parks to expand rail access to customers in growing industrial areas in central Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Construct rail served industrial parks in the Des Moines metro area	Expansion of rail access to customers in growing industrial areas such as West Des Moines, Altoona, and Mitchellville.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Council Bluffs Transload	Expansion of existing tracks and laydown areas including paving and storm water management and improved roadway access.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Industrial Park Construction at Mitchellville	Construct rail served industrial parks to expand rail access to customers in growing industrial areas in central Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Flood Mitigation at Colfax	Address flood prone areas at Colfax (Newton Subdivision MP 334.25-MP 336.0).	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	$6,300,000	Federal, state, and local sources
IAIS	Yard Expansion at Newton	Reconfigure and expand IAIS Newton Yard to support increase in multimodal and transload opportunities including wind blades, truck to rail transloading, and additional grain capacity. Expand yard to support increased traffic. Longer tracks needed to improve interchange efficiency with Class I carriers.	Enhance multimodal capacity, transloading services, and rail system access.	$18,000,000	State and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 7 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Capacity Improvements between Des Moines and Lineville	Enhance line capacity by constructing additional sidings on the UP Trenton Subdivision between Des Moines and the Iowa/Missouri state line at Lineville.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IANR	Transload, Cross-Dock, and Industrial Siding Construction at Forest City	Construct a transload facility, cross-dock facility, and an industrial siding in an industrial park area on the North Central Iowa Rail Corridor.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	State and local sources (Total capital cost TBD; a feasibility study for the improvements could be conducted for approximately $45,000)
CN and CPKC	Construct an Intermodal Facility in the Dubuque Area	Develop an intermodal facility in the Dubuque Area with potential access to CN and CPKC.	Enhance multimodal capacity, availability of intermodal services, and rail system access.	TBD	Federal, state, and local sources
IAIS	Construct a Transload Facility at Wilton	Develop a transload facility on the IAIS Iowa City Subdivision at Wilton to serve Eastern Iowa.	Enhance capacity, availability of transloading services, and rail system access.	TBD	State and local sources
UP	Capacity Improvements near Mason City	Enhance operating capacity on the UP Mason City Subdivision in the Mason City Area, potentially through the closure and/or separation of grade crossings and enhancement of siding capacity.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 8 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Capacity Improvements to UP Sioux City and Worthington Subdivisions in Western Iowa	Enhance line capacity by constructing additional sidings on the UP Sioux City Subdivision between California Junction and Sioux City and on the UP Worthington Subdivision between Le Mars and the Iowa/Minnesota state line near Sibley, potentially through the enhancement of existing sidings and/or construction of additional siding capacity.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
CPKC	Yard Capacity in Dubuque	Enhance rail yard capacity near Garfield Avenue in Dubuque. The Project could also potentially include the extension of additional yard tracks or the extension of existing yard tracks.	Increase operating capacity, efficiency, and safety.	TBD	State and local sources
CIC	Track Geometry improvements on Eight Avenue Curve in Cedar Rapids	The current 18-degree curve on the CIC at Eighth Street in Cedar Rapids limits train size and motive power options for train operations, which increases the number of trains and the volume of congestion. Project could potentially improve the track geometry so that the curve is not as restrictive.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
CIC, CN, and UP	Fourth Street Rail Corridor at Cedar Rapids	Address the traffic congestion and safety issues in the Fourth Street rail corridor that is a shared-use, mostly single-track urban corridor hosting operations for CIC, CN, and UP, and has several grade crossings.	Improve safety, capacity, and efficiency, and reduce highway congestion and emissions.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 9 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Flood Mitigation at Cedar Rapids, Beverly, Montour, and Missouri Valley-Council Bluffs/ Omaha at Cedar Rapids	Address flood prone areas on the UP Clinton Subdivision in Cedar Rapids, Beverly Yard, and Montour, and on the UP Omaha Subdivision between Missouri Valley and Council Bluffs/ Omaha.	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources
IAIS	Bridge Modifications at Marengo	Complete modifications to bridges that restrict the movement of high-wide loads due to the truss construction at Marengo (Newton Subdivision MP 268.6).	Improve safety, capacity, and efficiency.	$4,800,000	State and local sources
IAIS	Extend Siding at Hills	Extend sidings on the IAIS Council Bluffs Subdivision to accommodate longer train lengths and increased traffic.	Improve safety, capacity, and efficiency.	$2,500,000	State and local sources (Booneville cost is $2.5 Million, Atlantic cost TBD, and Hills cost TBD)
UP	Third Main Track at Cedar Rapids and Clinton	Enhance line capacity by constructing a third main track on the UP Clinton Subdivision at terminal areas only in Clinton and Cedar Rapids.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
CN	South Port Yard Capacity at Dubuque	Enhance rail yard capacity near South Port. This could potentially include the extension of additional yard tracks or the extension of existing yard tracks.	Increase operating capacity, efficiency, and safety	TBD	State and local sources
CN	Rehabilitate or Replace the Existing Mississippi River Bridge at Dubuque	Rehabilitate or replace the existing CN Mississippi River swing-swan bridge between Dubuque and East Dubuque, IL.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 10 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
UP	Replace the UP Mississippi River Bridge at Clinton	Replace the existing UP Mississippi River swing bridge at Clinton. This location has also been recognized as an operations bottleneck, owing to delays incurred by trains that are delayed as a result of the need to open and close the bridge for barge traffic on the Mississippi River.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IAIS	Transload and Intermodal Facility Construction between Iowa City and Davenport	Develop a transload and intermodal facility on the IAIS Iowa City Subdivision to serve eastern Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	State and local sources
IAIS and CPKC	Replace Government Bridge over the Mississippi River at Davenport	Replace the existing Government Bridge over the Mississippi River between Davenport and Rock Island, IL.	Increase operating capacity, efficiency, and safety.	$380,000,000	Federal, state, and local sources (Total capital cost identified in study completed by Bi-State Regional Commission)
BNSF and CPKC	Replace Crescent Bridge over the Mississippi River at Davenport	Replace railroad bridge that is functionally obsolete and cannot handle 286K rail car weights.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
IAIS	Flood Mitigation at Moscow	Address flood prone areas along the Cedar River at Moscow (Iowa City Subdivision MP 211.75-MP 212.75).	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 11 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
BJRY	Yard Expansion at Burlington	Construct an additional 3000 feet of yard track that would provide storage for up to 60 rail cars.	Improve safety, capacity, and efficiency.	TBD	State, local, and private sources
IANR	Expand Capacity at Bryant Yard in Waterloo	Expand yard capacity to accommodate the convergence of traffic from three IANR subdivisions (Cedar Rapids, Manly, and Oelwein) and provide sufficient trackage to classify trains at Waterloo.	Increase operating capacity, efficiency, and safety.	TBD (Note: Total capital cost TBD; $75,000 for a project feasibility study)	Federal, state, and local sources
BNSF	Replace the Mississippi River Bridge at Fort Madison	Replace the existing BNSF Mississippi River swing-span bridge to address the operational bottleneck and delays incurred by trains as a result of the need to open and close the bridge for barge traffic. The time typically required to stop trains, open the bridge for river traffic, return the bridge to its original position, and restore normal railroad operations cause delays to BNSF, Amtrak, and vehicular traffic that shares the bridge.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources
KJRY	Address Operating Bottleneck on the Existing Mississippi River Bridge at Keokuk	The bridge closes for rail traffic to accommodate barge passage on the river during navigation season. The time required to stop trains, open the bridge for river traffic, return the bridge to its original position, and restore normal railroad operations cause delays to KJRY. Note also that the bridge cannot handle 286K railcars.	Increase operating capacity, efficiency, and safety.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 12 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
KJRY	Transload Facility Expansion at Keokuk	Expand and enhance a KJRY transload facility to serve southeastern Iowa.	Enhance multimodal capacity, transloading services, and rail system access.	TBD	State and local sources
KJRY	Flood Mitigation at Keokuk	Address the flood prone area along the Mississippi River between Keokuk and Hamilton, IL.	Increase operating capacity, efficiency, and safety, and mitigate against the potential for storm-related damage to the rail network and delays to freight transportation.	TBD	Federal, state, and local sources
MULTIPLE	Railroad Revolving Loan and Grant Program	This program administered by Iowa DOT provides financial assistance to improve rail facilities that will create jobs, spur economic activity and improve the rail transportation system in Iowa.	Improve safety, capacity, efficiency, resiliency, and economic development.	TBD	State sources (Note: this program receives annual appropriations)
MULTIPLE	Track and Bridge Infrastructure Upgrades to Accommodate 286K Railcars	Note that there are several segments of the Iowa rail network that were identified during the railroad outreach as being incapable of handling 286K railcars; however, no specific rail line segments were specifically identified for the upgrades by stakeholders during outreach undertaken for the State Rail Plan.	Improve the operating capacity, efficiency, and safety of the state rail network.	TBD	Federal, state, and local sources

Table 5.9 (continued): Long-range (5-20 years) freight rail projects (section 13 of 13)

Railroad(s)	Project	Description	Benefits	Estimated Capital Cost	Potential Funding Source (s)
MULTIPLE	Statewide Grade Crossing Improvement and Upgrade Projects (Federal Highway-Railroad Crossing Safety Program)	Includes anticipated annual funding from the Federal Highway- Railroad Crossing Safety Program (approximately $5.178 Million per year) to upgrade crossings with passive warning devices including crossbucks to active warning devices including flashing light signals and gate arms; upgrading existing signals; improve crossing surfaces; and to provide low-cost improvements such as increased sight distance, medians, widened crossings, or to close crossings.	Improve grade crossing signals and surfaces, safety, and efficiency and reduce highway congestion through routine infrastructure investment.	$88,026,000	Federal and state sources (Approximately $5.178 Million per year on average, based upon current program funding. For years 5-21 inclusive funding would be approximately $96.9 M)
MULTIPLE	Statewide Grade Crossing Improvement and Upgrade Projects (State Highway-Railroad Surface Repair Program)	Includes anticipated annual funding from the State Highway-Railroad Crossing Surface Repair Program (approximately $900,000 per year) to promote safety through surface replacement programs at public highway-railroad grade crossings	Improve grade crossing surfaces, safety, and efficiency and reduce highway congestion through routine infrastructure investment.	$15,300,000	Federal and state sources (Approximately $900,000 per year on average, based upon current program funding. For years 5-21 inclusive funding would be approximately $15.3 M)
MULTIPLE	Statewide Grade Crossing Safety Fund	Includes funding for a portion of the maintenance costs for traffic control devices activated by the approach or presence of a train installed under the Highway-Railroad Crossing Safety Program.	Improve grade crossing safety and efficiency through routine infrastructure investment.	$11,900,000	Federal and state sources (Approximately $700,000 per year on average, based upon current program funding. For years 5-21 inclusive funding would be $11.9 M)

Total Costs Identified: $726,219,000

Table 5.10: Summary of short- and long-range projects

Category	Number of Projects	Total Costs Identified
Short-range (1-4 years) passenger rail projects	2	$18,800,000
Short-range (1-4 years) freight rail projects	64	$591,963,355
Long-range (5-20 years) passenger rail projects	10	$1,081,750,000
Long-range (5-20 years) freight rail projects	64	$726,219,000

Total Costs Identified: $2,418,732,355

Note: Not all projects have costs identified at this time.

Rail Funding Shortfall

Through the planning process conducted for the State Rail Plan, Iowa DOT has facilitated comprehensive stakeholder and public outreach to determine needs in the state, which are identified in the RSIP. Benefits of these projects and studies to Iowa and the region include:

- Improved rail access and service
- Improved reliability of the state's rail network
- Improved rail safety
- Improved mobility
- Enhanced rail network capacity
- Savings in transportation costs to shippers and receivers
- Enhanced multimodal connectivity
- Diversion of freight from truck to rail
- Improved environmental benefits such as decreased fuel consumption, traffic congestion, and air emissions
- Reduced road maintenance and "build sooner" costs
- Enhanced economic development
- Enhancement of Iowa's position in the global marketplace

Present and anticipated short-term federal and state funding availability is presently insufficient to support implementation of the studies and projects identified and described for Iowa in the RSIP. Additional federal and state funding will be essential for Iowa to realize these benefits through the implementation of these projects and studies.