

PASSENGER RAIL SERVICE

327J.1 Definitions.

As used in this chapter, unless the context otherwise requires:

1. "*AMTRAK*" means the national railroad passenger corporation created under 45 U.S.C. § 541.
2. "*Department*" means the state department of transportation.
3. "*Director*" means the director of transportation.
4. "*Fund*" means the passenger rail service revolving fund created under section 327J.2.
5. "*Midwest regional rail system*" means the passenger rail system identified through a multistate planning effort in cooperation with AMTRAK.

92 Acts, ch 1210, § 2; 2000 Acts, ch 1168, §1

327J.2 Passenger rail service revolving fund.

1. *Fund created.* The passenger rail service revolving fund is established as a separate fund in the state treasury under the control of the department. Moneys deposited in the fund shall be administered by the director and shall be used to pay the costs associated with the initiation, operation, and maintenance of rail passenger service.
2. *Funding.* To achieve the purposes of this chapter, moneys shall be credited to the passenger rail service revolving fund by the treasurer of state from the following sources:
 - a. Private grants and gifts intended for these purposes.
 - b. Federal, state, and local grants and loans intended for these purposes.
3. *No reversion.* Notwithstanding section 8.33, any balance in the fund on June 30 of any fiscal year shall not revert to the general fund of the state.

92 Acts, ch 1210, § 3

Footnotes

Legislative intent that moneys directed to be deposited in road use tax fund under §312.1 not be used for loans, grants, or other financial assistance for passenger rail service; 2000 Acts, ch 1168, §4

327J.3 Administration.

1. The director may expend moneys from the fund to pay the costs associated with the initiation, operation, and maintenance of rail passenger service. The director shall report by February 1 of each year to the legislative services agency concerning the status of the fund including anticipated expenditures for the following fiscal year.
2. The director may enter into agreements with AMTRAK and other states associated with the midwest

regional rail system for the purpose of developing a rail passenger system serving the midwest, including service from Chicago, Illinois, to Omaha, Nebraska, through Iowa. The agreements may include any of the following:

a. Cost-sharing agreements associated with initiating service, capital costs, operating subsidies, and other costs necessary to develop and maintain service.

b. Joint powers agreements and other institutional arrangements associated with the administration, management, and operation of a midwest regional rail system.

3. The director shall enter into discussions with members of Iowa's congressional delegation to foster rail passenger service in this state and the midwest and to maximize the level of federal funding for the service, including funding for the midwest regional rail system.

4. The director may provide assistance and enter into agreements with cities along the proposed route of the midwest regional rail system or other passenger rail system serving the midwest to ensure that rail stations and terminals are designed and developed in accordance with the following objectives:

a. To meet safety and efficiency requirements outlined by AMTRAK and the federal railroad administration.

b. To aid intermodal transportation.

c. To encourage economic development.

5. The director shall report annually to the general assembly concerning the development and operation of the midwest regional rail system and the state's passenger rail service.

92 Acts, ch 1210, § 4; 2000 Acts, ch 1168, §2; 2003 Acts, ch 35, §45, 49