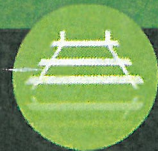


Multimodal Transportation Program Overview

Transportation, Infrastructure, and
Capitals Appropriations Subcommittee

February 2, 2010



Multimodal Solutions

Issues

- Increasing needs on the highway system
- Increasing need for alternative transportation for older lowans
- Increasing need to provide access to jobs for lower income lowans
- Increasing air pollution in Iowa
- Growing volume of greenhouse gas emissions



Multimodal Solutions

Solutions

- To meet Iowa's current and future transportation demands requires an accessible and safe multimodal transportation system.



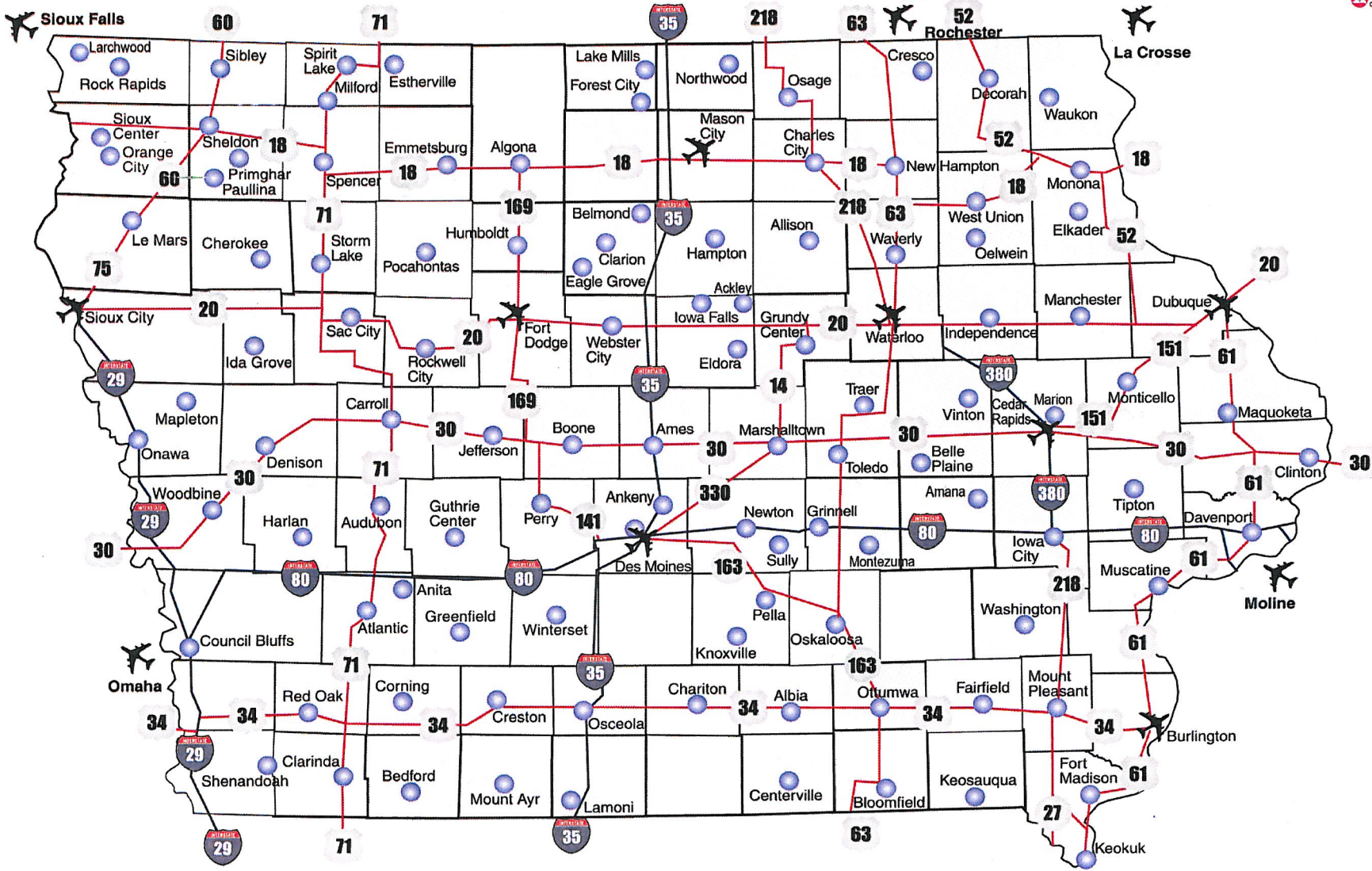
Multimodal Solutions


Aviation



Multimodal Solutions

Iowa Aviation System



 Commercial Service Airports

 General Aviation Airports

Aviation in Iowa: Key Stats

- 6,800 pilots
- 3,800 aircraft
- 109 public owned airports
 - Eight commercial airports
 - 60+ fix based operators offering expanded aviation services
- 100th Anniversary of Powered Flight in Iowa

Annually

- 1.3M annual aircraft operations
- 2.5M Iowa-generated commercial service boardings
- Four million acres treated by air using 86 percent of the airports
- 4,000 medical missions
- 250 million pounds cargo
- 47,000 jobs
- \$5.4 billion in economic output

Needs

- Vertical Infrastructure
 - 27 percent of enhanced general aviation airports have inadequate hangar capacity
 - Continued need for renovations and enhancements for terminals, hangars and other buildings at airports

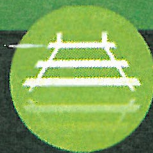
Needs (continued)

- Airside Programs
 - Continued funding of critical aviation safety programs and airside projects
 - Weather reporting (AWOS)
 - Windsocks
 - Runway markings
 - Pavement management
 - Pilot safety programs
 - Wildlife safety
 - Planning studies(System planning and obstruction analysis)
 - Infrastructure renovation and enhancements
 - Air service development

Aviation Program Recommendations

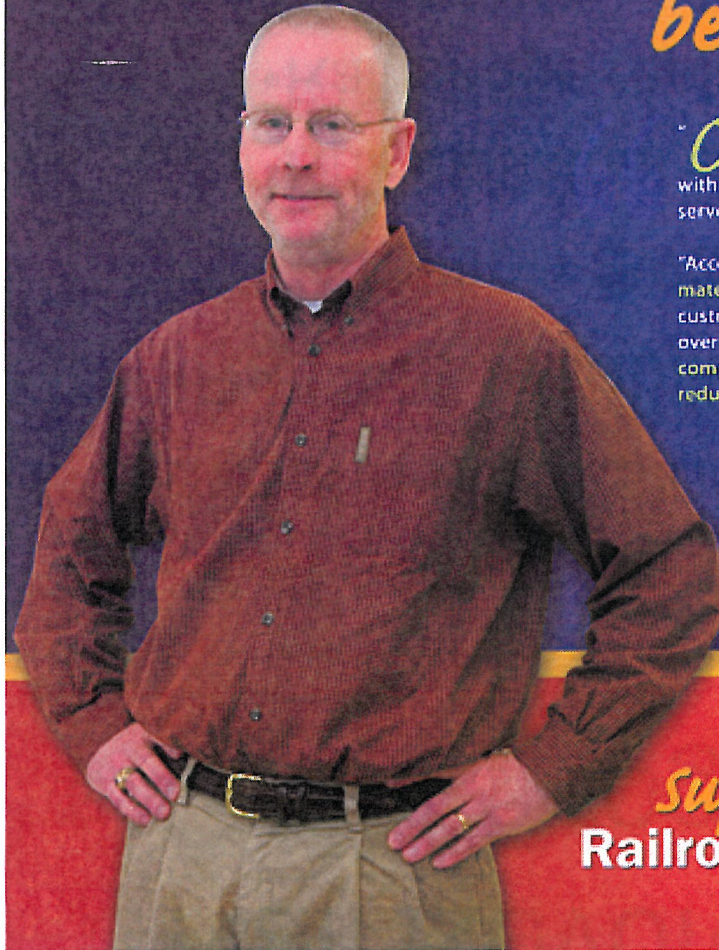
- Vertical infrastructure funding
 - \$1.5M for commercial airports from IJOBS revenue bonds.

Freight Rail



Multimodal Solutions

Could businesses and your community *benefit from rail access?*



"Our company, Cascade Manufacturing Company, has expanded to a new location in Pleasantville. A rail siding, constructed with the help of the Railroad Revolving Loan and Grant Program, serves the facility."

"Access to rail transportation at our new plant means reduced raw material transportation costs, which benefits our company, our customers and the community. The expansion will create 50 new jobs over the next few years. The rail connection will help us be more competitive and reach a wider market. An added benefit is a reduction in highway truck traffic, emissions and fuel consumption."

Ray Noonan, President
Cascade Manufacturing Company



Current and past rail projects

Businesses and communities now more than ever need rail connections. Help meet these needs.



Support the
Railroad Revolving Loan and Grant Program

Rail Revolving Loan and Grant Program (RRLGP)

- Rail access for new, relocating or expanding business
- Rail line rehabilitation
- \$3.3 million awarded in 2009
 - Rail industrial spurs
 - Rail bridge replacements

Rail Revolving Loan and Grant Program (RRLGP)

Benefits of access to rail connections

- Businesses** can lower costs, reach new markets, be more profitable and grow
- Communities** can spur job growth and development
- Railroads** gain new customers and higher revenues leading to increased investment capacity to improve Iowa's rail system
- Iowa** boosts its economy and extends the reach of Iowa's goods

Rail Revolving Loan and Grant Program (RRLGP)

APPLICATIONS

- 68 applications
- \$36.5 million requested
- \$24 million in unmet project need

AWARDS

- 32 awards
- \$12.7 million total awards
- 1,355 new jobs assisted
- \$1.43 billion in total private capital investment
- Helped build \$76 million in rail infrastructure

Rail Revolving Loan and Grant Program (RRLGP) Recommendation

Sustain the existing \$2 million FY 2011 appropriation from RIIF



Passenger Rail

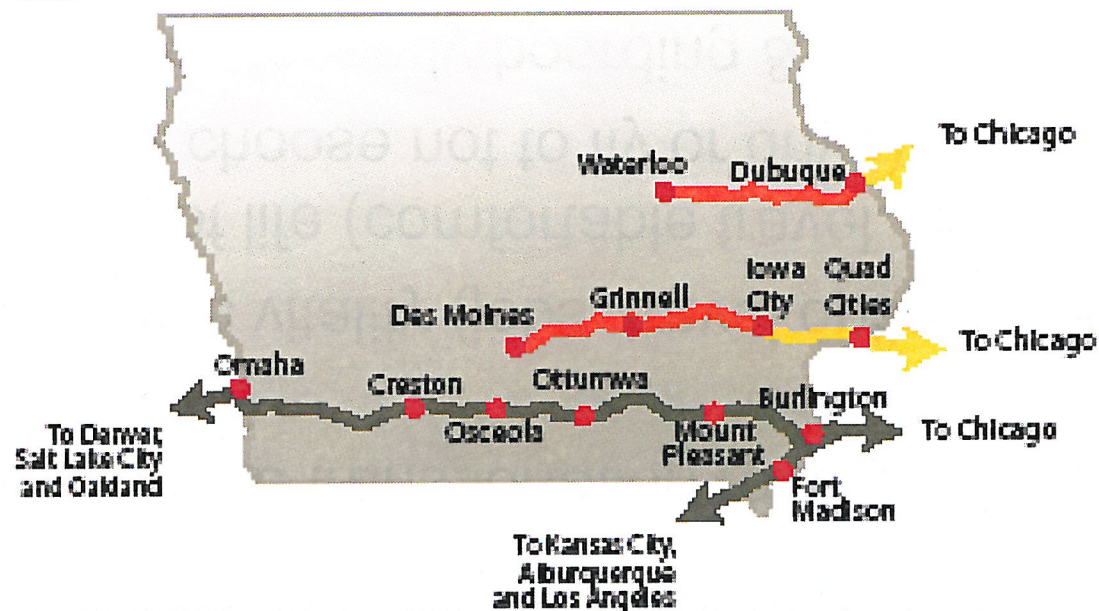


Multimodal Solutions

Plans for Passenger Rail

Plans for Rail Service in Iowa

- Existing Amtrak routes
- Proposed routes (Iowa City and Dubuque)
- Routes currently under study (Des Moines and Waterloo)



Benefits of Intercity Passenger Rail

- Sustainable transportation (energy efficient and low in emissions)
- Economic vitality (jobs, travel options, recruitment)
- Quality of life (comfortable travel, option for those who don't or choose not to fly or drive)
- Efficiency (speedy boarding & ability to use time in transit productively)
- Passenger rail improvements benefit host freight rail lines

Intercity Passenger Rail

- Growing need and support by Iowans
- Federal funding program
 - American Recovery and Reinvestment Act of 2009
 - \$8 billion for passenger rail service
 - Iowa applications
 - Chicago to Iowa City: \$256,695,000 to initiate passenger rail service (joint application with Illinois and includes costs in Illinois)
 - Chicago to Dubuque: \$139,700,691 to initiate passenger rail service (joint application with Illinois and includes costs in Illinois)
 - **\$1 million for a planning study that would complete the preparatory steps for passenger rail service from Chicago to Omaha. (FUNDED)**
 - Improvements to existing Amtrak service on California Zephyr:
 - » **\$17,309,080 for crossovers to improve on-time performance (FUNDED)**
 - » \$26,754,574 for track maintenance on the BNSF rail line that hosts Amtrak's California Zephyr service to reduce congestion and delays.
 - FY 2010 appropriation: \$2.5 billion –

federal grant

FY 2011 \$1B

Passenger Rail Recommendation

No funding requested for FY 2011
at this time.



Bike/Pedestrian Trails



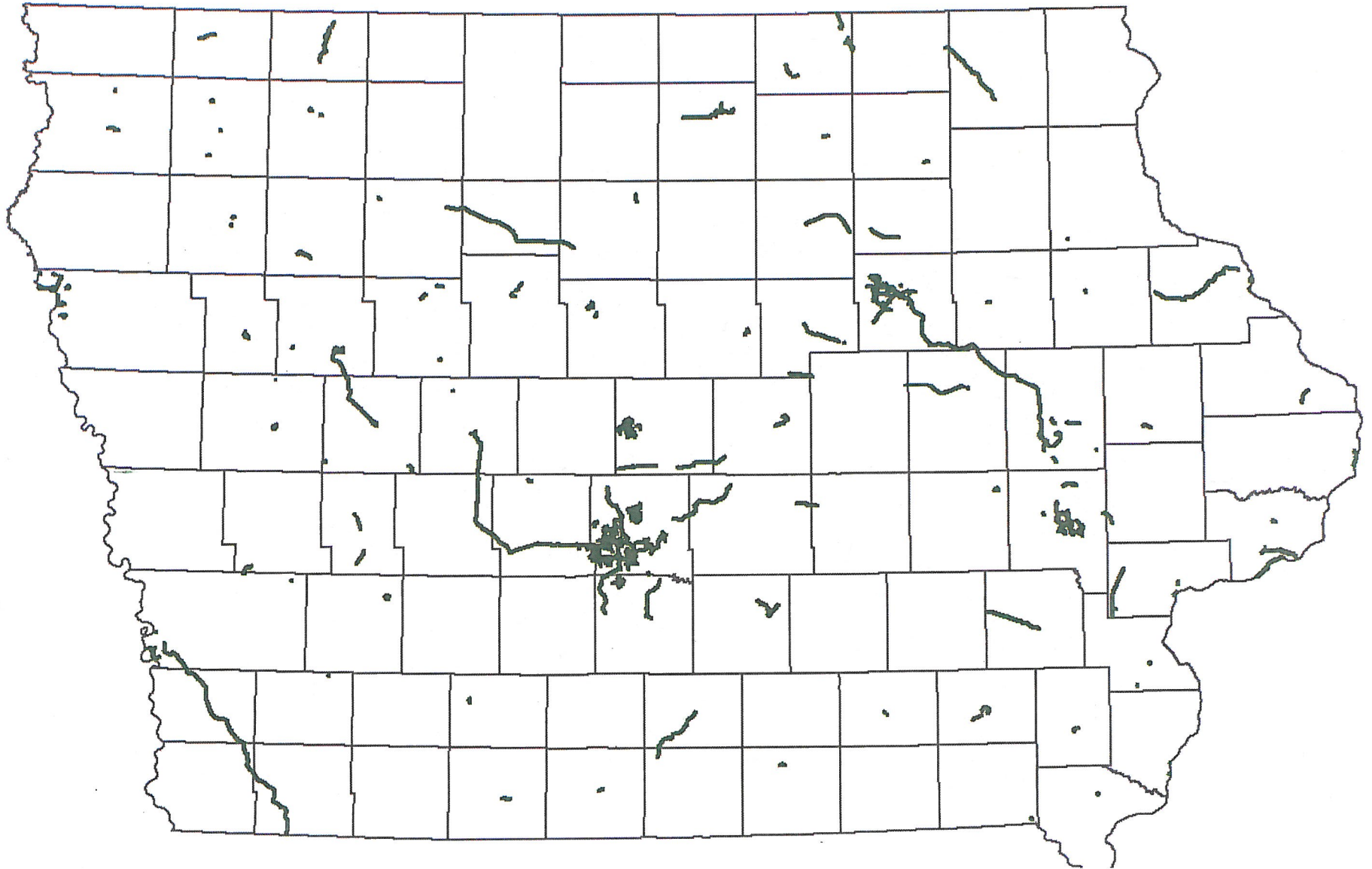
Multimodal Solutions

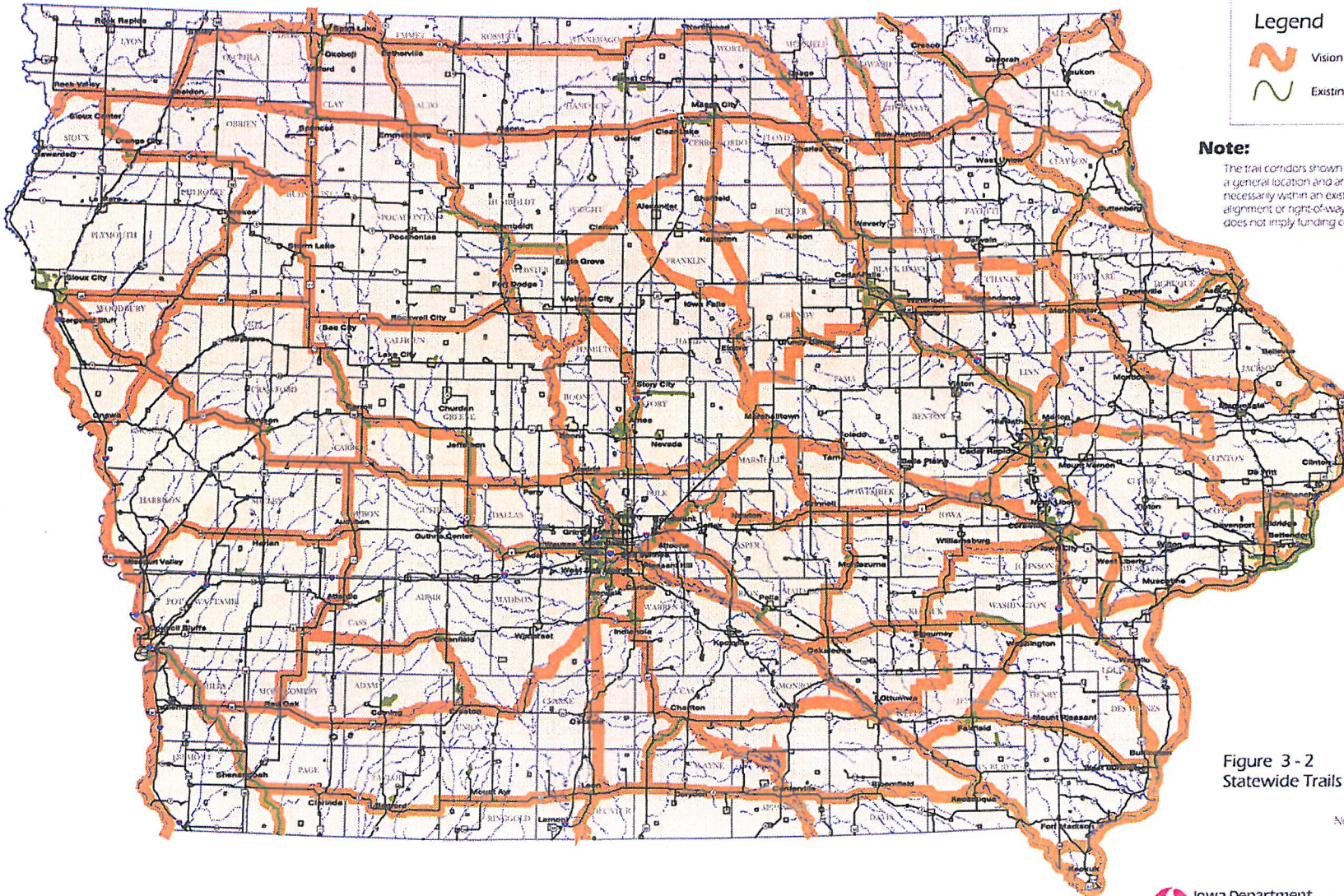
State Recreational Trails Program

- Created in 1988
- Purpose: Establish recreational trails in Iowa for the use, enjoyment and participation of the public
- Available to cities, counties, state agencies or non-profit organizations through an application program
- Administered by Department of Transportation



Existing Trails





Legend

-  Vision Corridors
-  Existing Trails

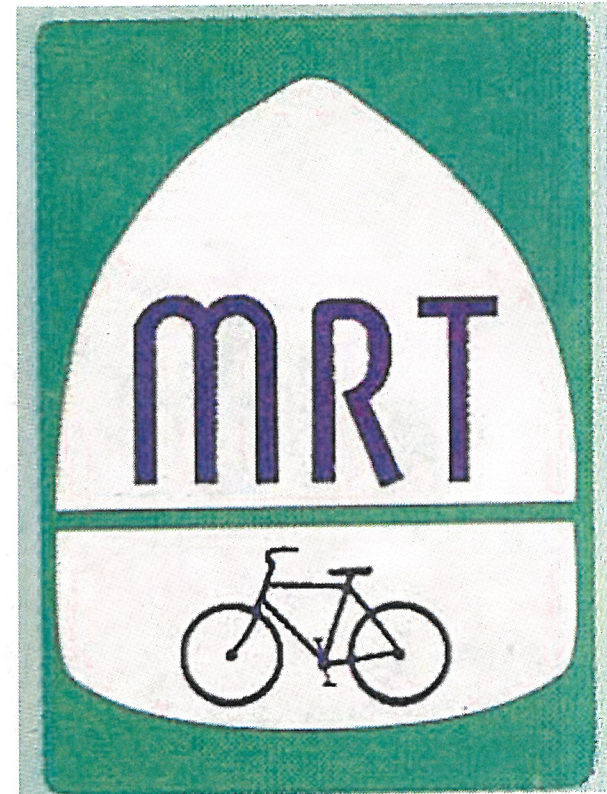
Note:
 The trail corridors shown represent a general location and are not necessarily within an existing trail alignment or right-of-way. This map does not imply funding commitments.

Figure 3-2
 Statewide Trails Vision Map

November 2000

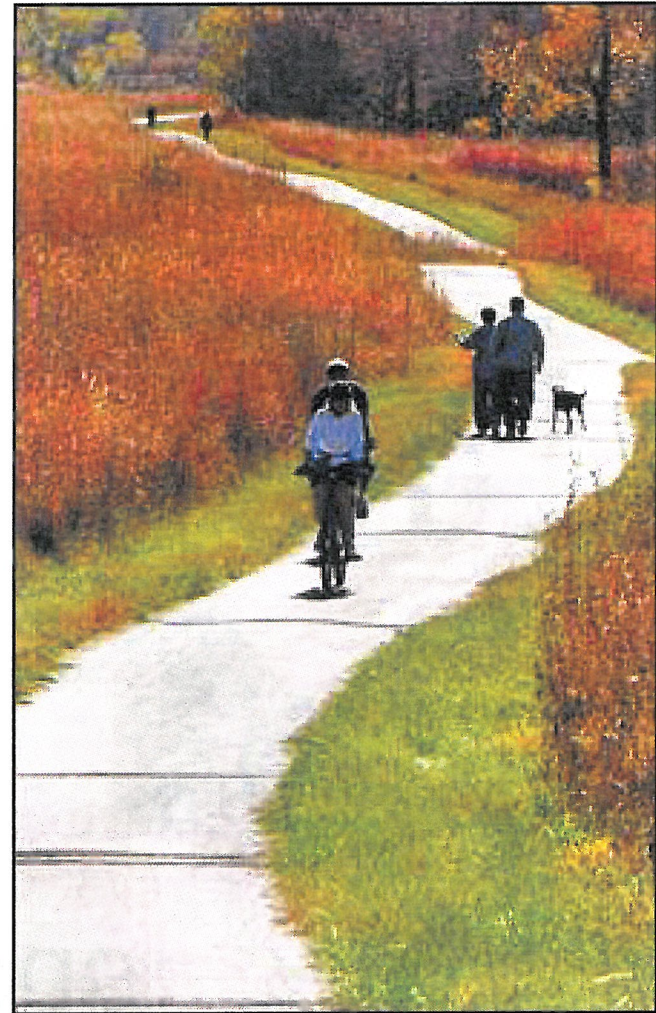
Trail Needs

- Existing Trails
 - Approximately \$4 million per year to rehabilitate existing paved trails
 - Approximately \$2 million per year to pave granular trails
- Trails Vision
 - \$300 million to \$470 million total cost
- Statewide Trail System
 - Approximately \$7 million per year to develop and rehabilitate
 - Mississippi River Trail
 - Lewis & Clark Trail
 - American Discovery Trail
 - Central Iowa Trail Loop
 - Iowa Great Lakes Connection



State Recreational Trails

- No funding requested for FY 2011

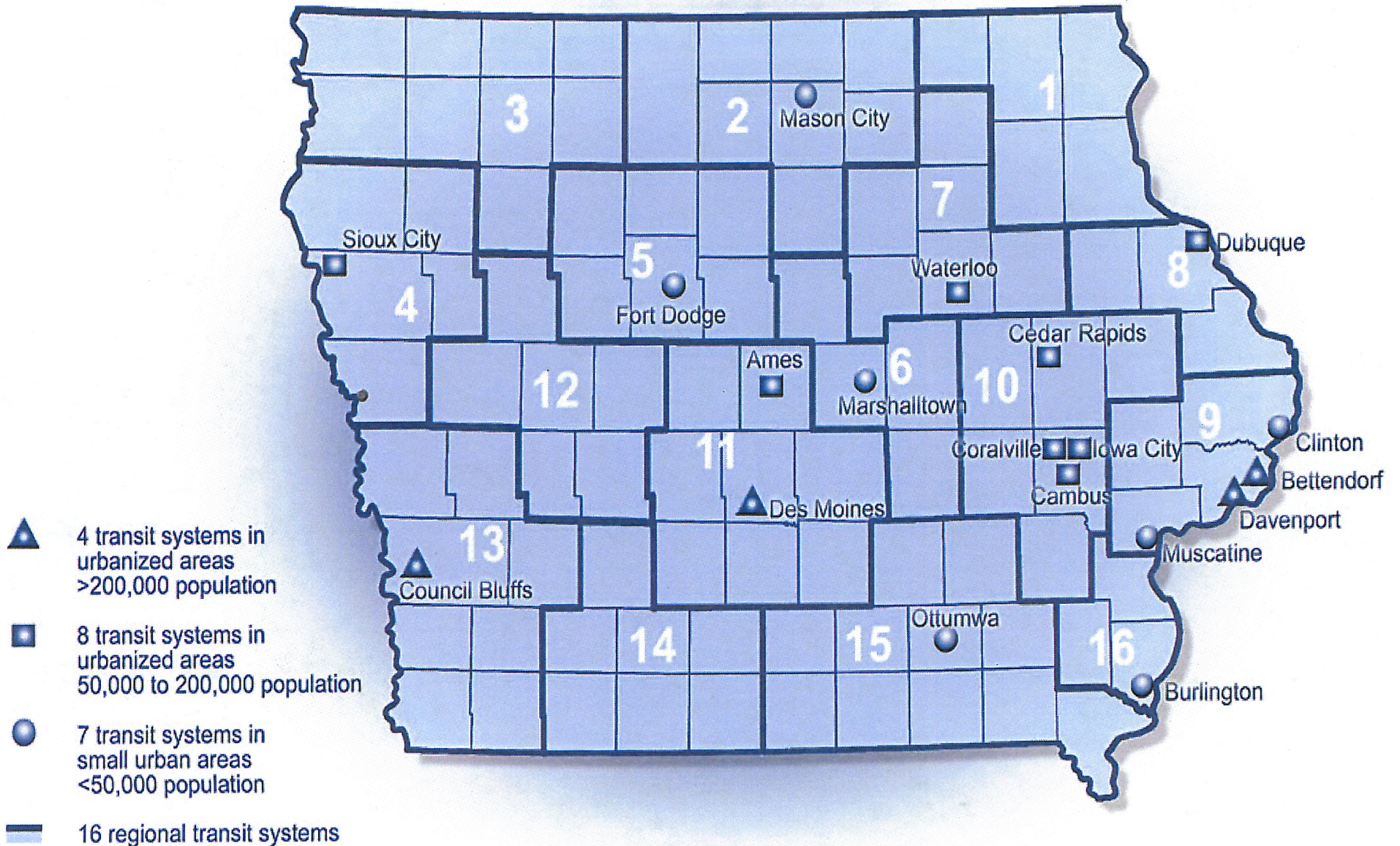


Public Transit



Multimodal Solutions

Large Urban, Small Urban, and Regional Transit Systems



Industry Overview

- 12 large urban transit systems
 - 609 buses (heavy-duty av.\$400,000 each)
 - 13.7 million revenue miles/year
 - 21.5 million rides/year
- 7 Small urban transit systems
 - 99 buses (mix of heavy-duty & light-duty)
 - 1.9 million revenue miles/year
 - 1.5 million rides/year

Industry Overview (cont'd)

- 16 regional transit systems
 - 843 buses (light-duty av. \$75,000 each)
 - 13.3 million revenue miles/year
 - 3.6 million rides/year
- Summary
 - 35 transit systems
 - Serves all 99 counties
 - Over 1,500 vehicles in transit fleet
 - Provides over 26 million rides annually

Public Transit Issues

- Providing transportation alternatives for older lowans
- Giving low income lowans access to jobs
- Allowing persons with disabilities the opportunity to connect with their communities
- Assisting growing numbers of lowans who choose to use alternative transportation to reduce their carbon footprint and economize

Public Transit Needs

- Replacement vehicles - 56% of Iowa transit vehicles exceed federal useful life standards
- Expansion vehicles – Expansion happening only with older, already replaced vehicles
- Facility Improvements – Half of regional systems have no facility to house and maintain fleet / many existing facilities need updating & expansion
- Increased services – Demand is up, but operating funds have been declining and costs are increasing

Public Transit Recommendations

- \$2.2 million requested from IJOBS revenue bonds for transit infrastructure under Public Transit Infrastructure Grant program started in FY07 to fund unmet facility needs

