

SF 151 Rail Transportation

Division I – Railway Assistance

- Section 1 Amends Code section 6A.6 to eliminate the authority of the Iowa Railway Finance Authority (IRFA) to acquire property by condemnation for the location, construction, and convenient use of a railway. The IRFA is eliminated in section 14.
- Sections 2, 3, 4 and 10 Amend Code sections 6A.9, 6A.10, 6A.16, and 327G.76 to transfer existing eminent domain authority from the IRFA to the DOT, including authority to acquire lands for necessary additional depot grounds or yards, certain track improvements, and preserving abandoned railroad right-of-way for future railroad use.
- Sections 5, 6, 7, 8 and 13 Amend Code sections 7E.7, 12.28, 12.30, 307.24, and 427.1 to strike references to the IRFA or to Code chapter 327I.
- Section 9 Strikes Code section 321.145, subsection 2, paragraph b, subparagraph (4) regarding appropriating moneys from the Statutory Allocations Fund to the IRFA.
- Sections 11 and 12 Amend Code sections 327H.20A and 327H.26 to transfer the Railroad Revolving Loan and Grant Fund (RRLGF) from the IRFA to the DOT. Eliminates the requirement that no more than 50 percent of moneys in the RRLGF in any year be awarded in the form of grants.
- Section 14 Repeals Code chapter 327I and eliminates the IRFA.
- Section 15 Provides for the continuation of railroad assistance agreements entered into under Code chapters 327H or 327I prior to the effective date of this Act. States that the DOT is the successor to the rights and obligations of any agreements entered into by the IRFA.

Division II – Passenger Rail Service

- Section 16 Creates new Code section 327J.1, subsection 6, to define passenger rail service to include long-distance, intercity, and commuter passenger transportation, including the Midwest Regional Rail System.

- Section 17 Amends Code section 327J.2 to specifically authorize the Passenger Rail Service Revolving Fund to receive appropriations made by the General Assembly.
- Section 18 Amends Code section 327J.3 to allow the DOT Director to enter into agreements with various rail operators and local jurisdictions for the purpose of developing passenger rail service serving Iowa. The amendment provides greater flexibility in the administration of passenger rail service agreements.