



# 2013 Iowa Rail Trends

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**Office of Systems Planning**

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This document is meant to serve as an overview of current railroad trends in Iowa. The source of the information included within has been compiled from Railroad Annual Reports, the Federal Railroad Association, Iowa AMTRAK, and the American Association of Railroads.

## Iowa's Rail Environment

Providing freight and passenger service, the state of Iowa's rail network serves a variety of trips carrying commodities within Iowa, across other states, and to foreign markets. Although rail competes with other transportation modes, it is an essential part of an optimized freight network. This document will serve as a fact book containing rail trends in the year 2013.

### Freight

Iowa's 130,000-mile freight transportation system includes an extensive railroad network, a well-developed highway system, two bordering navigable waterways, and a pipeline network as well as air cargo facilities. While rail accounts for only 3 percent of the freight network, it carries 17 percent of Iowa's freight tonnage. A great variety of commodities ranging from fresh fish to textiles to optical products are moved by rail. However, most of the Iowa rail shipments consist of bulk commodities, including grain, grain products, coal, ethanol, and fertilizers. The railroad network performs an important role in moving bulk commodities produced and consumed in the state to local processors, livestock feeders, river terminals and ports for foreign export. The railroad's ability to haul large volumes, long distances at low costs will continue to be a major factor in moving freight and improving the economy of Iowa.

#### 2013 Quick Facts

- ❖ 3,825 miles of track
- ❖ 18 railroads
- ❖ 48.8 million tons shipped
- ❖ 37.7 million tons received
- ❖ 2 Amtrak routes
- ❖ 6 Amtrak stations
- ❖ 59,825 rail passenger rides

Iowa's rail system and service continues to evolve over time. The state's relative size, financial conditions and competition from other modes are the driving factors for this evolution. A few of the yearly changes in Iowa's freight transportation system and service over the last 25 years are characterized below:

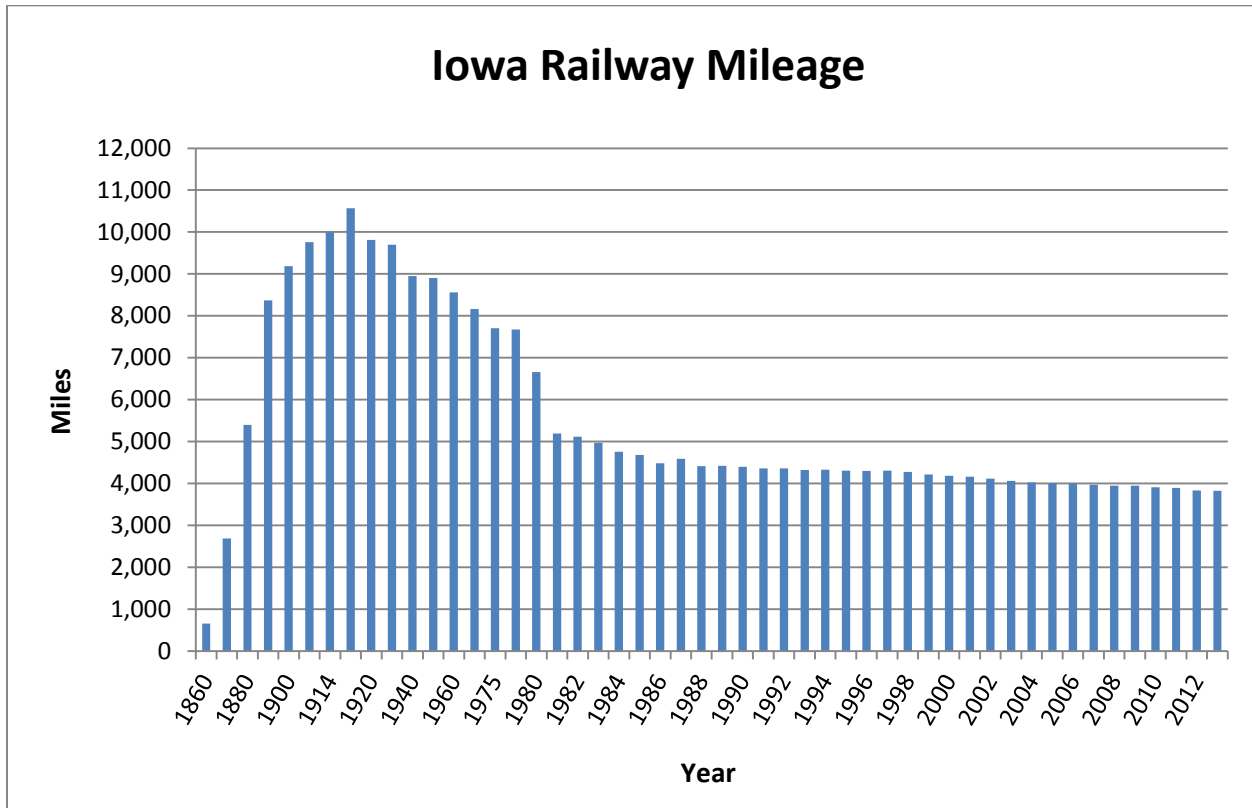
- Fewer rail miles operated
- Railroads serving Iowa has remained relatively unchanged
- Increased rail freight traffic
- Increased tons hauled per car
- Higher average rail rates per ton-mile since 2002
- Increased car and tons hauled per locomotive
- Increased ton miles per gallon of fuel consumed

### Iowa Rail Mileage

Iowa railroad mileage peaked in 1915 at approximately 10,500 miles. As of 2013, Iowa has 3,825 miles which is roughly 100 miles less than in 2008. The current rail system evolved from a massive restructuring in the early 1980s, partly as a result of bankruptcies and expansion opportunities. In the late 1980s and 1990s, rail line abandonments and new short-line creations slowed considerably. Since 1985, Iowa's rail mileage has remained fairly stable with only 857 miles being abandoned over this 26-year time period. Figure 1 below shows the yearly trend of Iowa's railway mileage.

Railroad service in Iowa continues to evolve as railroads seek to lower transportation costs and improve efficiencies. With help from the recent work by the Iowa DOT, the development of the rail plan, rail toolkit, and the state freight plan creates exposure to other businesses looking to invest in the railroad industry.

Figure 1: Yearly Rail Mileage Trend



## Iowa Railroads

Along with the decline of railroad mileage, the number of railroads serving Iowa has declined since 1985. The number of Class I railroads declined from nine in 1985 to six in 2011. The number of Class II and III railroads serving Iowa has remained unchanged at one and 11. To distinguish the size of the railroad companies, the Surface Transportation Board classifies the railroads by annual operating revenue using number thresholds such as \$250 million, which is the minimum revenue required for a Class I designation.

Rail service in Iowa is privately owned and/or operated by 18 railroad companies providing 3,325 miles of track (see Figure 2). Six of these railroads are national companies and account for roughly 83% of Iowa's total miles. The remaining 12 railroads consist of regional line haul carriers and local switching companies. Of the 12 smaller railroads serving Iowa, eight operate only within the state. The chart below explains the breakdown of all railroads throughout Iowa.

Figure 2: 2013 Iowa Rail Miles Operated by Railroad

Railroad Companies			Total Miles Owned/ Leased	Percent Of Total	Miles Operated Under Trackage Rights <sup>1</sup>	
Class I	BNSF	BNSF Railway	631	16.49	42	
	CC	Chicago Central & Pacific Railroad <sup>2</sup>	522	13.64	0	
	CEDR	Cedar River Railroad <sup>2</sup>	83	2.17	0	
	DME	Dakota, Minnesota and Eastern Railroad <sup>3</sup>	654	17.09	2	
	NS	Norfolk Southern Railway	7	0.18	37	
	UP	Union Pacific Railroad	1,291	33.73	95	
	<b>Subtotal</b>		<b>3,188</b>	<b>83.30</b>	<b>176</b>	
Class II	IAIS	Iowa Interstate Railroad	305	7.97	27	
	<b>Subtotal</b>		<b>305</b>	<b>7.97</b>	<b>27</b>	
Class III	APNC	Appanoose County Community Railroad	35	0.91	0	
	BSV	Boone & Scenic Valley Railroad	2	0.05	0	
	BJRY	Burlington Junction Railway	5	0.13	0	
	CBEC	CBEC Railway	6	0.16	0	
	CIC	Cedar Rapids & Iowa City Railway	60	1.57	23	
	DAIR	D & I Railroad	0	0.00	39	
	DWRV	D&W Railroad	19	0.50	6	
	IANR	Iowa Northern Railroad	145	3.79	35	
	IARR	Iowa River Railroad	9	0.24	0	
	IATR	Iowa Traction Railway	13	0.34	0	
	KJRY	Keokuk Junction Railway	1	0.03	0	
		<b>Subtotal</b>		<b>295</b>	<b>7.71</b>	<b>103</b>
	Other		State of South Dakota	39	1.02	0
	<b>Total</b>		<b>3,825</b>	<b>100.00</b>	<b>306</b>	

1 - Trackage Rights are rights obtained by one carrier to operate over another carrier's tracks. South Dakota owns the tracks that D & I operate under trackage rights

2 - Subsidiaries of the CN Railway

3 - Subsidiaries of the CP Railroad

## Share of Rail Operations

Rail service in Iowa is dominated by the six Class I carriers. In 2013, Class I's operated 83% of Iowa's mileage generating 91% of the ton-miles and 94% of the freight revenues. Class I railroads have seen declining numbers in originated tons over the past two years and account for 72% of ton mileage originating in Iowa, which is about 15% lower than that of terminated freight in Iowa. The Class II and III railroads often provide feeder service to the Class I carriers. This arrangement was due to downsizing of the Class I railroads selling off their unprofitable and light-density lines in the 1970's and 1980's. Because of the ability to facilitate short and mixed car types to Class I's, these smaller carriers have been able to create local customer-oriented operations with low operating costs.

Category	Class I	Class II	Class III
Number of Companies	33%	6%	61%
Miles Operated	83%	8%	8%
Tons Originated	72%	16%	12%
Tons Terminated	88%	3%	9%
Ton-Miles	91%	4%	5%
Revenues Earned	94%	3%	3%

Note: Numbers do not add up due to rounding

Table 1: 2013 Share of Rail Operations in Iowa

In 2013, the Class II railroad operated 8% of the mileage contributing only 2% of the ton-miles and another 3% of the freight revenues in Iowa. Unlike Class I and Class II railroads, Class III railroads consist of two separate operating categories—line haul and switching. Switching railroads operate in urban areas and facilitate the interchange of rail shipments. These switch operators are typically associated with Class I railroads and are common practices within Class III operations. The 11 Class III carriers operated 10% of the mileage generating 1% of the ton-miles and 3% of the freight revenues in 2013. Table 1 above gives a breakdown of the rail operations in Iowa.

## Commodity Movements

A variety of freight commodities are moved by rail, ranging from machinery, textiles and furniture to lumber, plastic pellets and automobiles. However, a majority of Iowa rail traffic involves bulk commodities. Farm, food, and chemicals products accounted for 90 percent of Iowa’s originating tonnage, totaling 44 million tons in 2010. In 2013, these same four commodities accounted for 38 million tons which is a 16 percent decrease. Farm commodities originating in Iowa have the highest degree of unpredictability as farming is affected by many different factors. Since its introduction in 1999, ethanol production has been on the rise and originated an estimated 8-15 million tons by rail.

Four commodities—coal, farm products, chemicals, and food products—comprised about 88 percent of Iowa freight terminating in 2011 compared to 84 percent in 2013. In 2011, 37.7 million tons of these commodities were terminated in Iowa (See Table 3). Since the farm freight commodity terminated tons peaked in 1992, the tons terminated since 2002 has remained below 5 million tons and staying close to 4 million tons since 2009, which is comparable to that of chemical tons terminated. 2013 Coal freight terminated in Iowa has also been in decline seeing its lowest tonnage totals since 2005.

**Table 2: Rail Freight by Top Commodity Types**

Year	Originated Tons in Millions				Terminated Tons in Millions				
	Farm	Food	Chemicals	All Other	Farm	Food	Chemicals	Coal	All Other
1995	21.4	11.7	1.6	5	9.4	2	3	18.3	5.1
1996	20.9	12.3	1.5	5.4	8.4	1.6	2.9	20.2	5.6
1997	14.2	11.9	1.7	5.3	6.3	1.9	3.1	18.2	5.8
1998	13.1	14	2.3	6.1	6.8	2.3	3.7	22.7	5.7
1999	15.8	14.8	2.3	6.1	7.8	2.2	3.7	24.4	6.4
2000	15.4	14.8	2.1	5.9	7	2	3.9	22.1	7
2001	17.5	16	1.8	4.3	5.5	2	3.8	22.8	6.2
2002	22	16	1.8	5	4.7	2.3	3.4	21.9	6.3
2003	23.4	17.3	2.4	5.9	3.7	2.3	3.6	22.8	6.6
2004	18.8	16.1	2.3	5.3	4.4	2.1	3.7	24.2	8.2
2005	20.8	18.3	2.7	5.5	4.3	2	4.1	21.9	7.7
2006	20.4	19.1	4.2	5.4	4.1	2	4	23.5	7.4
2007	18	17.9	5.1	6.5	3.1	1.9	4.4	26.4	7
2008	17.3	18.5	6.1	6.4	2.7	2	4.2	27.6	7.2
2009	13.4	19.4	6.1	4.6	3.8	2.3	3.2	25.4	5.1
2010	13.6	21.6	8.9	5.3	3.8	2.4	4.5	25.8	5.8
2011	13.2	22	9.3	5.5	4.1	2.6	5.4	25.6	5.2
2012	13.9	22.8	9.2	5.6	3.9	2.7	5	25.2	6.5
2013	6.3	21.9	9.5	11	4	2.4	4.8	20.3	6.1

## Ethanol

Iowa is the nation's top-ethanol producing state with production close to 3.9 billion gallons or 25% of the nation's total ethanol production in 2014. Since the year 2004, ethanol production has increased 1.6 billion gallons to the 3.9 billion it is today. According to the Transportation Forum, roughly 18% of the corn produced in Iowa is used for the production of ethanol, a statistic that was derived by dividing the total bushels of corn produced in 2012 by the number of gallons of ethanol one bushel produces, 2.78 gallons. This number is then divided by the total production of ethanol within Iowa.

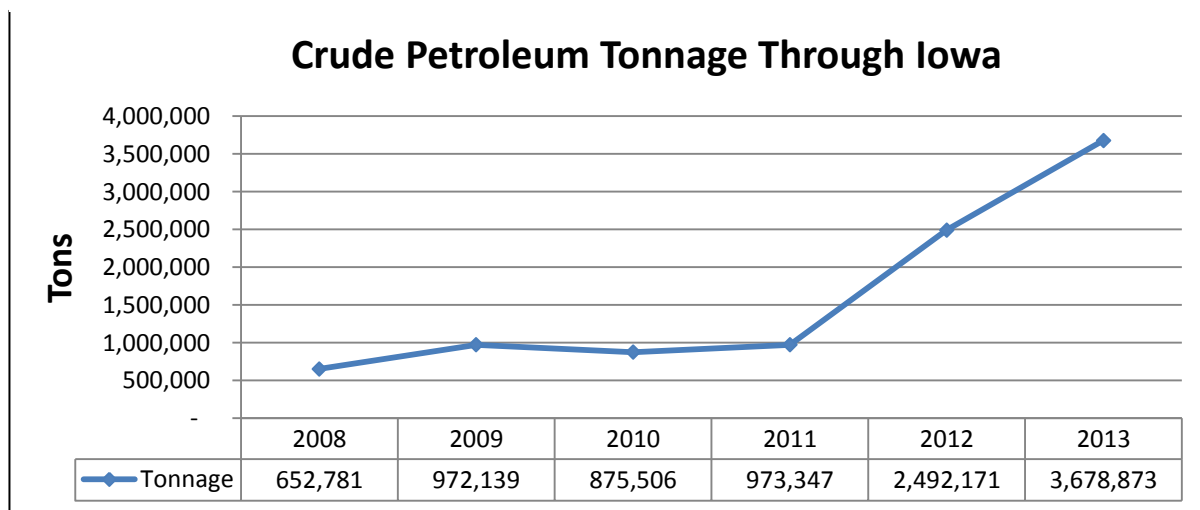
The majority of grain for ethanol moves relatively short distances, less than 500 miles, between farm and ethanol plants while supply to ethanol plants relies heavily on regular truck shipments. Local grain elevators ship a greater percentage of their corn or about 26% to Iowa ethanol plants by truck. This contributes to the overall 90% of the corn used for production in ethanol plants is from in-state sources by trucks with an average haul distance of 36 miles. However, for out of state ethanol transport, 60% of shippers use rail typically to surrounding states such as Illinois, Nebraska, South Dakota, and Minnesota. Roughly 23% is sold to western states such as California, Arizona, Nevada, and Utah.

According to the Renewable Fuel Association, logistically speaking, a 100 million gallon per year ethanol plant has certain rail needs to keep up with production. This includes 3,448 rail cars of originating fuel ethanol or 10 tank cars per day, 9,867 terminating railcars of corn or 17 per day, and roughly 3,048 railcars of DDGs or 9 hopper cars produced per day. These numbers are meant to serve as a rough estimate of the ethanol rail transportation logistics of an average plant in Iowa.

## Crude Petroleum Movements

Since the year 2008, the two Class I railroads carrying oil shipments in Iowa have increased by nearly 3 million tons. This number reflects the increase in oil production from the Bakken region in North Dakota which produces nearly 1 million barrels a day. Of the oil produced in the Bakken region, roughly 63% is shipped by rail. The destinations of these rail shipments include oil refineries along the east coast in

Figure 3: Crude by Rail through Iowa



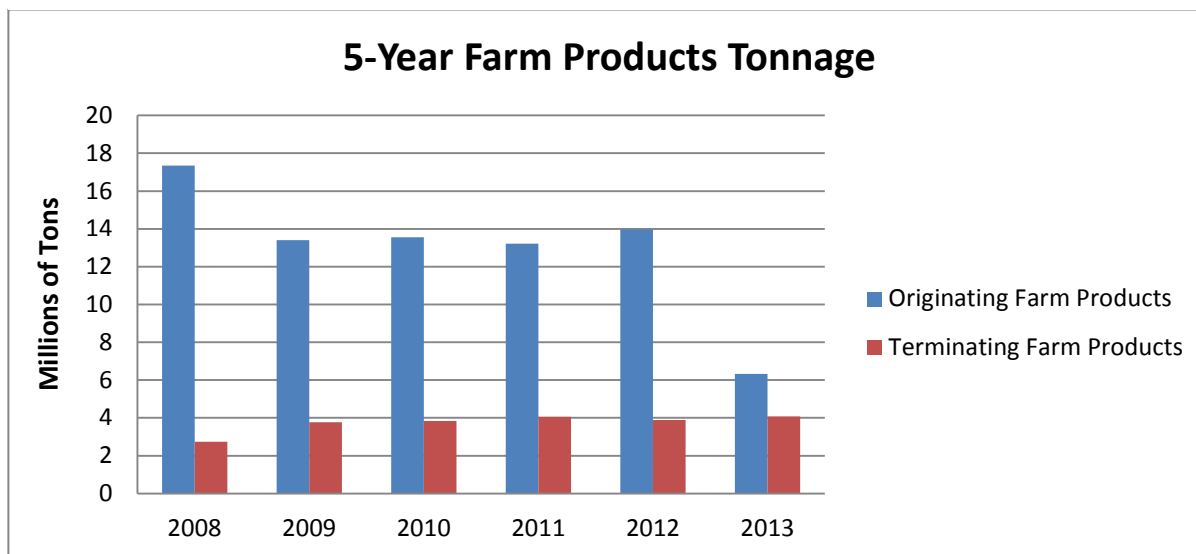
Philadelphia, Delaware, and southern states such as Louisiana and Texas. In Iowa, the oil is shipped on a BNSF line running south along the border of Iowa and Illinois and on the UP line traveling south along the western part of the state.

In 2008, crude by rail totaled of 652,781 tons. This number increased by 300,000 tons by 2009 but saw a decrease in 2010 by roughly 100,000 tons. In 2011, crude tonnage was similar to the tonnage shipped in 2009 at around 973,000 tons. By 2012, oil shipments by rail increased by 156% to a total of 2.5 million tons. This resulted in an increase of carloads as well jumping from 10,000 to nearly 28,000 loads in the year 2012. From 2012 to 2013, crude tonnage increased by 48% while adding another 12,000 carloads.

### Grain Movements

In 2013, farm products saw its lowest total originating freight tonnage since 1985. At 6.3 million tons, the volume of farm products decreased by roughly 7.6 million tons, which is down 54% from the 2012 tonnage. Despite the large decrease, originating tonnage of farm products in Iowa has remained fairly stable since the last major decrease in 2008 and accounts for 13% of all originating rail tonnage within the state. Unlike originating tonnage, terminating tonnage of farm products in Iowa has been increasing since 2008. From 2008 to 2013, terminating tonnage saw an increase of 1.3 million tons or 9%.

Figure 4: Farm Products movement in Iowa



The decrease of originating tonnage in Iowa can be attributed to a number of different factors. With the recent drought in 2012, corn yields took a hit which led to a lower production of bushels per acre. Coupled with the decrease in national corn exports since grain is not marketed at harvest, it is common that shipping trends lag behind production trends. Due to the high volume of grain processing facilities within the state, it is likely that a large proportion of the 2012 harvest was consumed within the state, which ultimately lowers the grain shipped by rail in the following year. Assuming this trend, the district average corn yields in Iowa have increased from 2012 close to what yields were in 2010. In 2014,

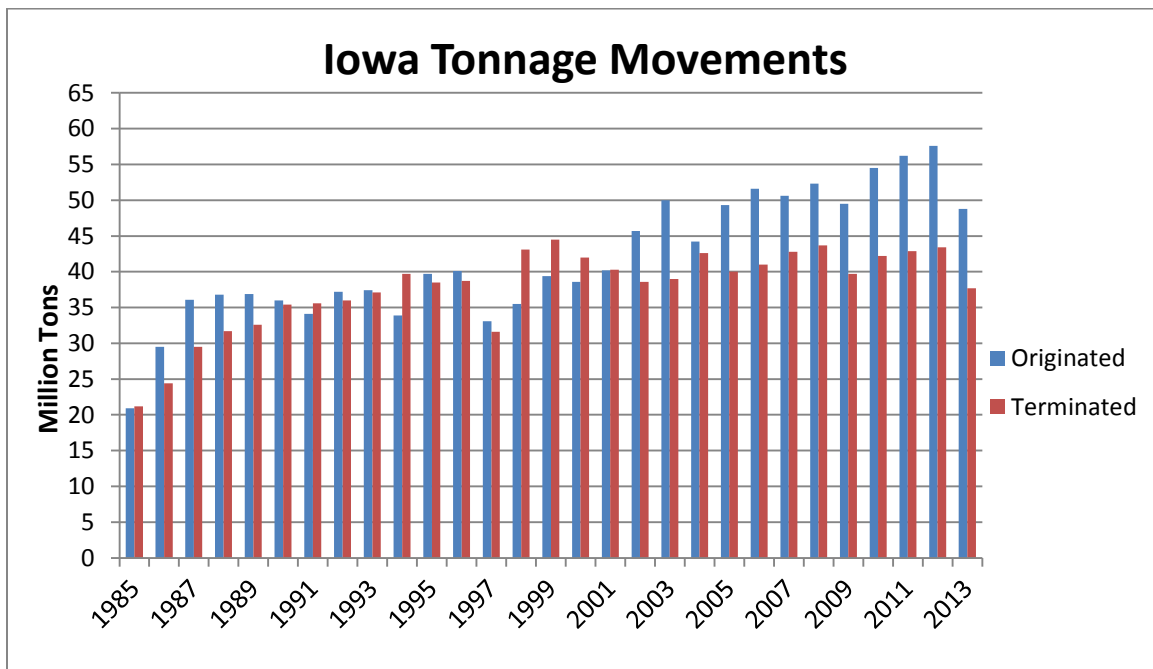
originating tonnage should see a similar increase as corn yields reflect the following year's rail shipments. Overall, the harsh winter weather was the biggest factor of 2013's low originating tonnage causing capacity and efficiency issues which lowered the reliability of shipments and increased the amount of stored and processed corn.

### Total Rail Movements

Total rail movements consist of originating and terminating freight in Iowa as well as freight passing through the state. Since 1985, total movements have increased by roughly 23 million tons (See Figure 4). In the most recent 10 years, 2009 marked the lowest total freight movement since 2003 with 308.7 million ton miles. From 2010 to 2013, movements in Iowa have decreased by 11.2 million tons to a total of 331.7 million tons.

In addition to the 48.8 million tons originated in Iowa and another 37.7 million tons terminated, approximately 259.3 million tons of rail freight through traffic passed through Iowa in 2011, an increase of 13.5 million tons from 2010. Through traffic has fluctuated in the past 10 years from 213 million tons to a total of 245.2 million tons in 2013. The majority of this traffic, consisting of coal, intermodal shipments, food products, chemicals, and farm products, traverses the state on the Union Pacific's east-west main line located in central Iowa and BNSF Railway's east-west main line located in southern Iowa plays another major role in freight through traffic within the state.

Figure 5: Iowa Tonnage Movements



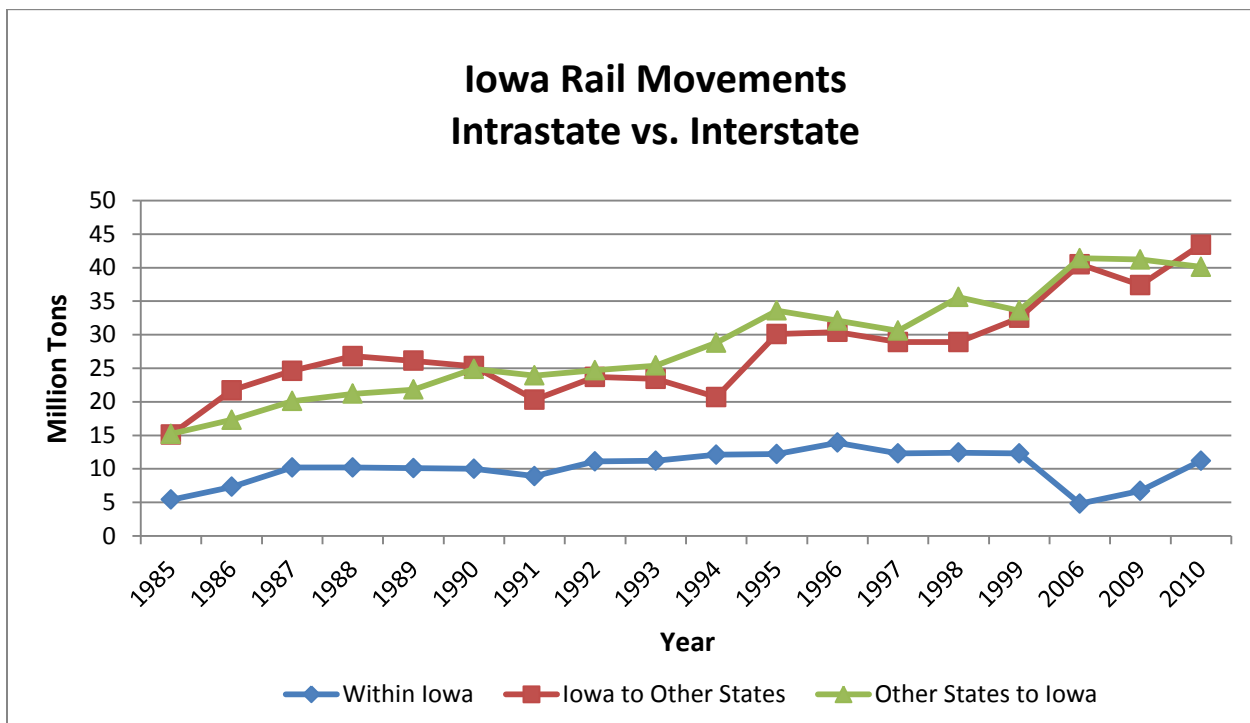


## State-to-State Movements

According to the waybill sample, the total freight shipped and received by Iowa rail users in 2010 was 94.7 million tons. Of this total, 11.2 million tons or 12%, involved intrastate shipments which are those transported between points within the state. The remaining 83.5 million tons were shipped between Iowa and other states. While the tons of freight moved over Iowa's rail network has increased from 35.7 million tons in 1985 to 94.7 million in 2010, intrastate movements have remained relatively stable averaging around 10 million tons per year (see Figure 4).

Of the rail shipments into Iowa, the highest amount of tonnage originates in Wyoming, followed by states around Iowa including Nebraska, South Dakota, Minnesota, and Illinois. Freight traffic originating in Iowa has more widespread destinations. Illinois receives the largest amount of freight followed by Texas, California, Washington, Louisiana, Canada, Arkansas, Oklahoma, Missouri, Idaho, Minnesota, and Nebraska. Intrastate traffic within Iowa is also a major movement of freight that consists principally of moving farm and food products to Iowa processors and barge terminals.

Figure 6: Iowa Waybill Info - Iowa Rail Movements



Note: No Iowa data from 2000 - 2006

## Ton Miles and Density Miles

The activity on individual rail lines is measured in terms of density or gross ton-miles per mile (gtm/m). Gross ton miles are defined as the total weight of all freight traveling on the rail line including the weight of freight-train cars, locomotives, and cabooses. While Iowa's rail miles have remained stable, the amount of gross tonnage moving over the Iowa network has been increasing. Between 1985 and 2013 gross ton-miles increased by approximately 203 million tons while rail miles fell by 18%. This increase is

directly reflected in the net ton mile increase over the years bringing the total for 2013 to 57.3 billion, which is an 8.4 billion ton mile decrease from 2010.

Average rail line density has nearly tripled over the last 26 years primarily as a result of the increased through traffic moving on Iowa's main lines (See Figure 5). As of 2010, the average rail line density in Iowa has remained relatively unchanged seeing a slight change from 29.3 gtm/m to 29.4 gtm/m in 2013.

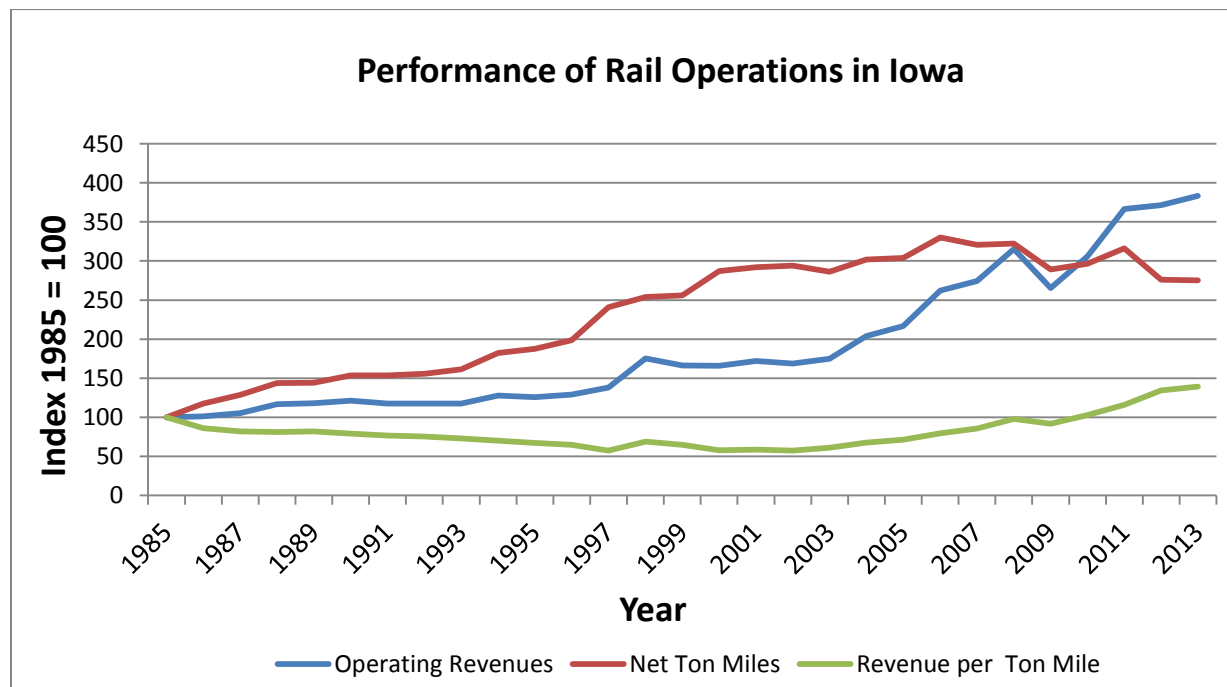
### Rail Operation Revenues and Performance

In 2013, operating revenues earned from all railroads in Iowa totaled \$2.1 billion, an increase of \$0.3 billion over 2010. Since 1985, operating revenues have increased by 10 percent with the adjustment for inflation.

Rail service to Iowa shippers has continued to show improvements over the last 26 years (see Figure 6). From 1985 to 1998, earned revenue by ton-miles saw a steady rise and fall of values until the industry increased by 30 percent. Since 1998, this fluctuating pattern has stayed consistent until 2008. In 2008, both net ton miles and operating revenues saw a significant decrease. Operating revenues dropped by 16 percent in 2009 but by 2011, revenues raised by nearly 20 percent.

Similar to the decrease in operating revenues in 2009, net ton miles saw a 13 percent decrease. However, this reflects the raise in revenue per mile during this time period. Revenue per ton-mile declined 43 percent from 2.64 cents in 1985 to 1.52 cents in 2002 in current dollars. In 2010, revenue per ton-mile was 0.33 cents lower than it is today.

Figure 7: Iowa Rail Operation Trends



Note: This figure uses values from revenues, net ton miles, and revenue per mile to calculate a trend index

## Employment

In 2013, the total number of railroad employees working in Iowa was roughly 3,500 people. Nearly 88 percent or 3,000 of those employees worked for one of the six Class I railroads. Iowa Interstate Railroad employed 182 people as the only Class II railroad in Iowa. The Class III railroads employed around 228 people in 2013. Iowa Northern employed the most Class III employees with 101 while Cedar Rapids & Iowa City railroad followed with 80. The remaining eight Class III railroads all held less than 20 employees. The chart below explains the employment breakdown by railroad by class for 2013

Table 3: Iowa Railroad Employment

Employees by RR in Iowa		
Class	Railroad Companies	2013
Class I	Dakota, Minnesota & Eastern	318
	Burlington Northern Santé Fe	830
	Canadian National <sup>1</sup>	212
	Chicago Central	191
	Cedar River	21 <sup>2</sup>
	Union Pacific	1,706
	Norfolk Southern	18
	<b>Subtotal</b>	<b>3,084</b>
Class II	Iowa Interstate	182
	<b>Subtotal</b>	<b>182</b>
Class III	Appanoose County	5
	Boone & Scenic Valley Railroad	4
	Burlington Junction	17
	CBEC Railway (b)	0
	Cedar Rapids & Iowa City	80
	D & I	0
	Iowa Northern	101
	Iowa River	1
	Iowa Traction	3
	Keokuk Junction	17
	<b>Subtotal</b>	<b>228</b>
	<b>Total</b>	<b>3,494</b>

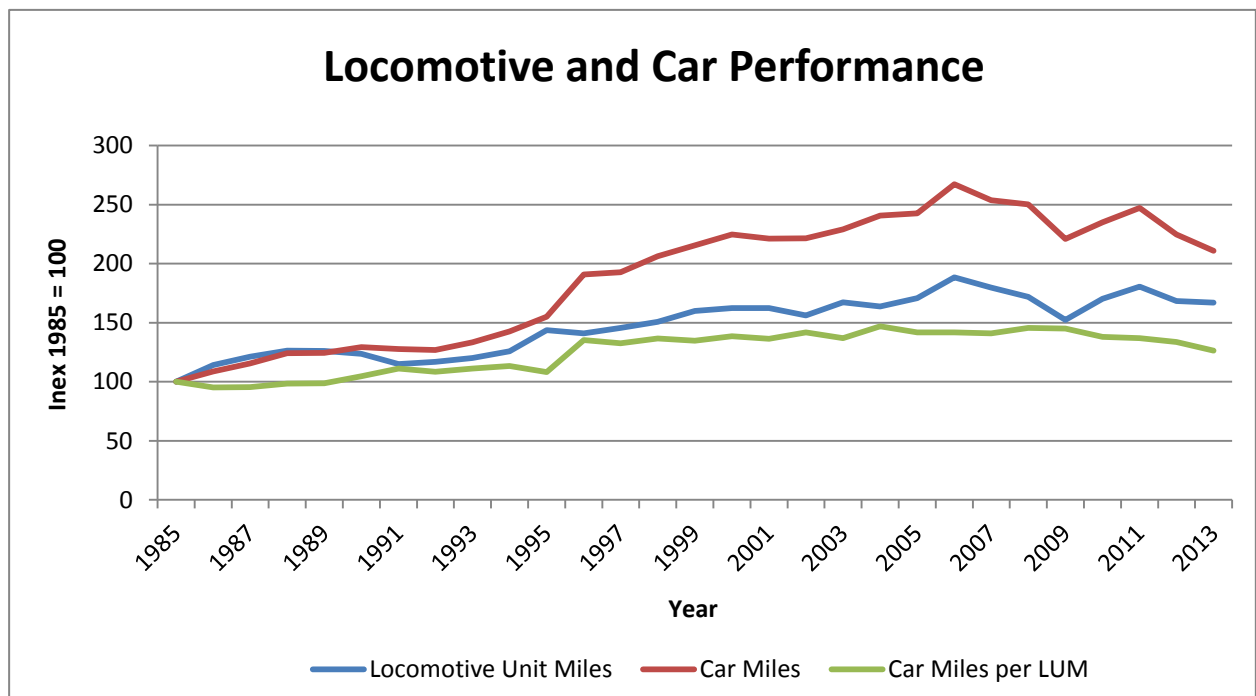
<sup>1</sup> Chicago Central and Cedar River Railroads are subsidiaries of Canadian National (CN).

<sup>2</sup> Cedar River Railroads employment was estimated by subtracting the total CN employment by Chicago Central.

## Rail Equipment Performance and Car Size

Over the last 20 years, railroads have improved their operations through the efficient use of their locomotives and cars and railroads have higher car-miles per locomotive as the number of cars has increased. In Iowa, the number of cars per locomotive has raised from an average of about 23 cars in 1985 to its peak in 2008 at 33 cars. Since 2008, average cars per locomotive have decreased by roughly 4.5 cars, which is the most over a 5 year span throughout Iowa's rail history. Locomotive unit miles have also decreased since 2011 at a consistent rate. Overall, locomotive and car miles have showed a similar pattern throughout the years and this trend can be forecasted into the future. Figure 6 below locomotive and car performance since 1985.

Figure 8: Locomotive and Car Miles in Iowa



Note: This figure uses values from revenues, net ton miles, and revenue per mile to calculate a trend index

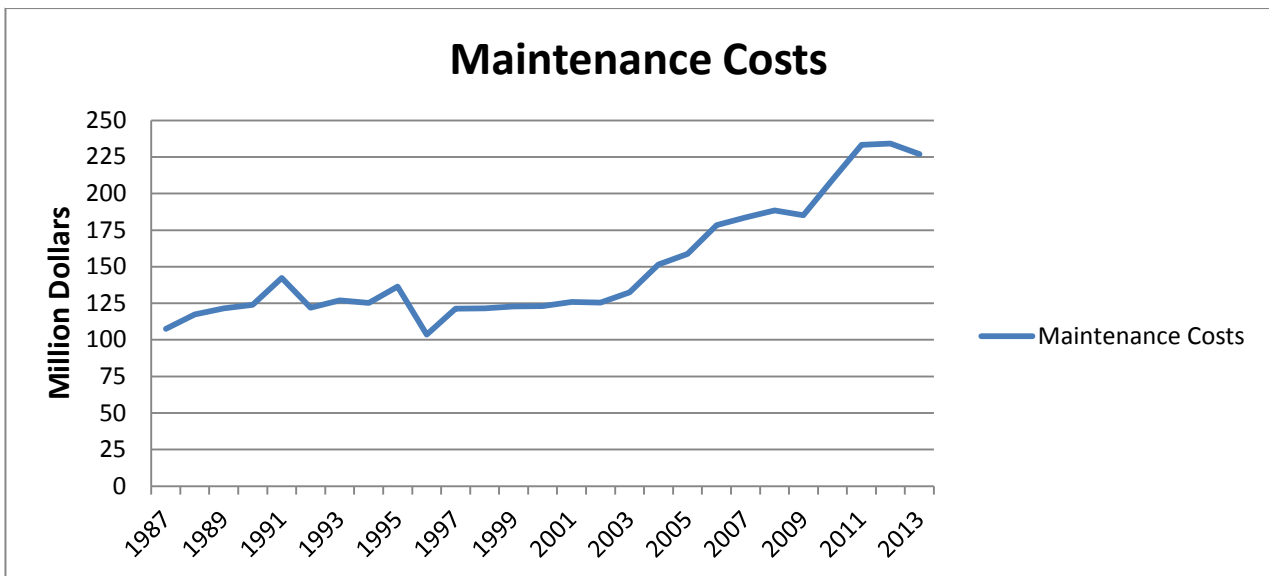
As part of a common practice, railroads continue to focus their attention on heavier axle load freight equipment on longer, heavier trains to lower their costs. This trend has led to the current use of 110-ton cars moving in unit trains of bulk commodities where the benefits are the greatest. Over the last 20 years, the average tons moved per car has slowly increased by roughly 18 percent. In 2013, originating traffic in Iowa averaged 95.3 tons per car while terminating traffic averaged 99.2 tons per car. The cars per tons have remained stable seeing only a one to three percent yearly increase or decrease for both originating and terminating since 2008. The largest difference between terminating and originating traffic over the past ten years was in 2003, which was a 10 million cars per ton difference. However, since 2005, the originating traffic has increased closer to the values of cars per tons of terminating traffic.

## Railroad Track Expenditures

Railroads operating in Iowa spent an estimated \$227 million in 2013 to maintain and improve their Iowa rail infrastructure, a decrease of \$6 million since 2011. The average cost of maintenance per mile in Iowa was \$59,346 dollars in 2013 and has remained fairly stable over the past 5 years. However, the cost for maintenance and track rehabilitation has been steadily increasing over the 26 year time period. In 1987, maintenance costs per mile were about \$23,441 per mile which is about \$36,000 less than in 2013. The chart below shows the maintenance cost trend over the last 26 years.

Due to their higher mileage totals, Class I railroads accounted for the largest amount of these expenditures totaling \$218 million or 96 percent of the expenditures. Additionally, maintenance costs are an estimated 11 percent of total operating revenues.

Figure 9: Maintenance Costs in Iowa



## Passenger

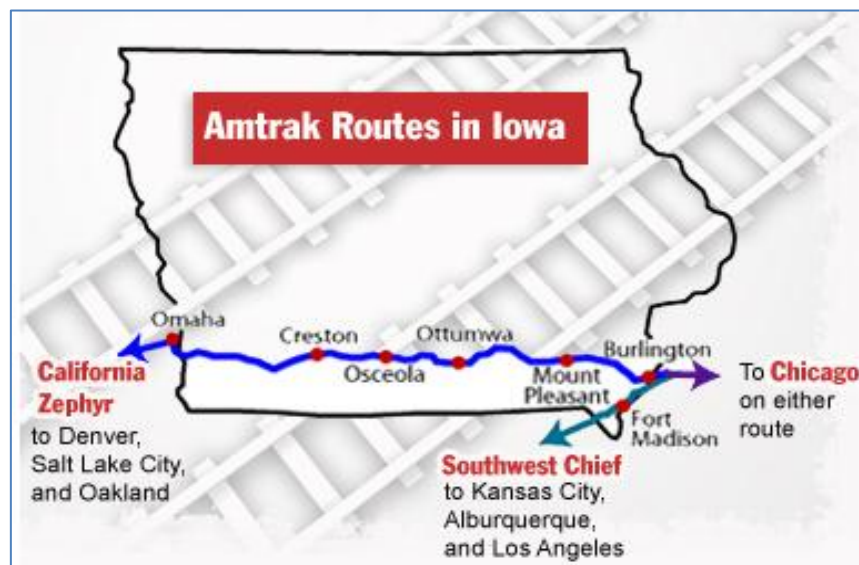
Railroad passenger service, once the dominant mode of intercity passenger transportation in the United States, now plays a relatively minor role in moving people between cities. Iowa's 113,000-mile passenger transportation system includes two Amtrak routes and a well-developed road system as well as commercial air, intercity bus, and city and regional transit services. Rail passenger service is provided at six Iowa stops on two Amtrak routes through southern Iowa. Rail passenger transportation in Iowa during the last 26 years can be characterized as follows:

- Rail passenger service has remained the same.
- The number of Iowa rail passengers has increased from Fiscal Year 2003 to Fiscal Year 2013.
- Ridership declined by 15.8 percent in Fiscal Year 2011 due to flooding and traffic congestion.

Passenger service in Iowa is currently provided by the California Zephyr from Chicago to Oakland, CA, and the Southwest Chief from Chicago to Los Angeles, CA (see Figure 10). The California Zephyr operates over the BNSF Railway tracks in southern Iowa providing daily service in both directions. Stations include Burlington, Mount Pleasant, Ottumwa, Osceola, and Creston. The Southwest Chief also operates daily in both directions over the BNSF tracks in extreme southeast Iowa with one stop in Fort Madison. During Fiscal Year 2011, Amtrak employed three Iowa residents.

Iowa is currently pursuing additional rail passenger service in the state including service from Chicago to Iowa City. Related to the regional planning of passenger rail, the Iowa DOT in conjunction with the Illinois DOT began the first phase of the Chicago to Dubuque rail plan which includes building from Chicago to Dubuque. This route is projected to carry close to 75,000 riders annually. The Iowa DOT will continue coordination with Illinois DOT as the plan progresses.

Figure 10: Iowa Amtrak Routes

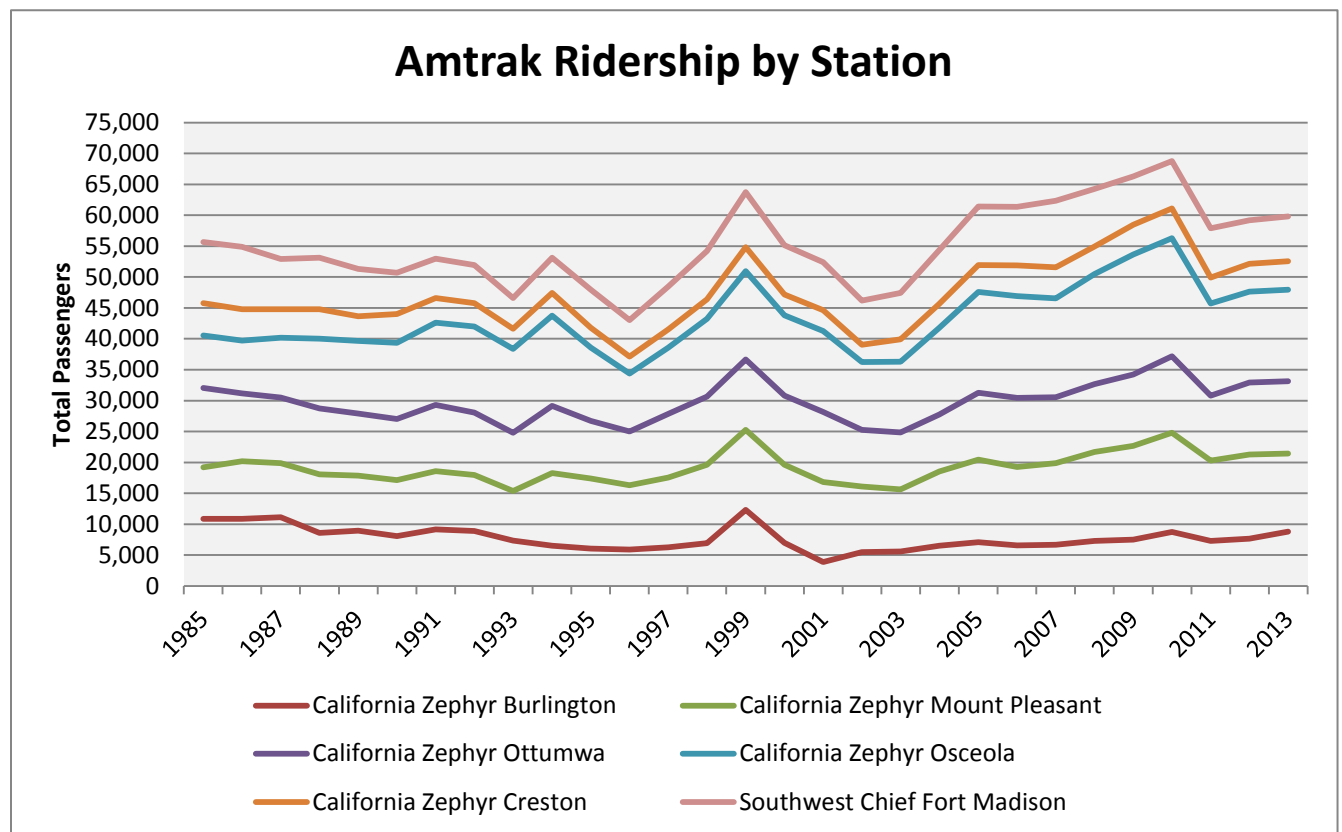


## Number of Passengers

From 1985 to 2002, ridership in Iowa has remained fairly stable, averaging 54,760 riders per year. Since 2002, Iowa ridership has been growing. However, some flooding and traffic congestion during Fiscal Year 2011 may have contributed to a 15.8 percent decline in ridership from 2010. Ridership from 2005 to 2010 was above the long-term average. In 2011, the total number of passengers arriving and departing from Iowa Amtrak stations totaled 57,880, a decrease of 10,864 from 2010.

Even with the down year in Fiscal Year 2011, the total number of Iowa passengers on the California Zephyr has increased by 4,186 riders since 1985, while the Southwest Chief has lost 1,967 riders during the same period. The ridership at Mount Pleasant and Osceola increased since 1985; all other stations have fewer riders.

Figure 11: Amtrak Ridership in Iowa

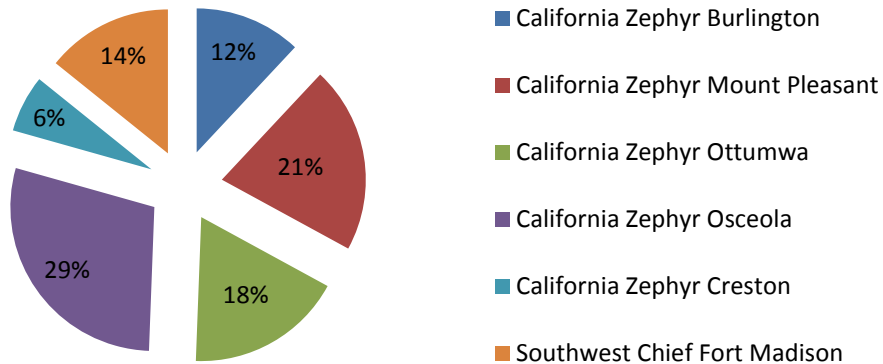


## Amtrak Station Revenue & Improvements

In 2013, all of the Amtrak station revenue totaled up to approximately \$5.4 million. Of that \$5.4 million, the Osceola station contributed the highest portion of that revenue with just over \$1.5 million. The California Zephyr is the primary revenue generator due to the number of stations it hosts. All of these stations contributed close to \$4.6 million dollars of revenue.

For Fiscal Year 2013, Amtrak spent \$1.1 million on goods and services with the majority of that money allocated in Council Bluffs. Amtrak currently employs seven Iowa residents with total wages of these employees close to \$470,000.

## Amtrak Revenue Distribution



Currently, Amtrak is working with the city of Fort Madison to relocate its Southwest Chief stop from the industrial portion of the city to the historic downtown site. The city has risen over \$3 million in grants that have been secured from several sources including BNSF, Iowa DOT, and riverboat commission to help finance the move.

In Osceola, the city constructed new railroad offices for BNSF in exchange for the Burlington Route Depot used by California Zephyr. The city has generated over \$500,000 in grants for station enhancements expanding upon the historic structure. The city has plans for this station to serve multiple modes and purposes including retail and government use and intercity bus stop.