

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

2016 **IOWA RAIL PLAN**



# Iowa Rail and Freight Plan Issues-Based Workshop: Summary

Prepared for the Iowa Department of Transportation

HDR

October 2015

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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## Workshop Summary

### Workshop Overview

The Iowa Department of Transportation (DOT) hosted a one-day workshop to engage a range of stakeholders in the development of the State Freight and Rail Plans. The workshop was held on Thursday, September 24, 2015, in Des Moines, Iowa, and consisted of three interactive exercises that focused on consolidating the stakeholder issues, concerns and goals tied to freight and rail planning for the Iowa DOT.

### Outreach

Multiple email notifications were sent to a database of 188. An email invitation letter was distributed on August 31 and September 2; a reminder invitation email was distributed on September 11; an extension invitation email was sent on September 18; and a follow-up email invitation was sent on September 23 (Appendix B, Example Workshop Invitations).

Table 1: Outreach Dates

Outreach	Date
Save the Date Email	8/31
Save the Date Email	9/2
Invitation Email	9/11
RSVP Deadline Email	9/18
Agenda Email	9/23

### Workshop Agenda and Outcomes

#### Attendees

Thirty-eight people attended the workshop including representatives from the DOT, an elected official representative, industries related to freight and rail transportation and special interest groups. (Appendix A, Invitation Mailing and Attendee List)

#### Agenda and Outcomes

The workshop was held on Thursday, September 24, 2015 at the Holiday Inn Mercy Area Hotel, Top of the Tower Room, located at 1050 6<sup>th</sup> Avenue, Des Moines, Iowa. Registration began at 8:00 a.m. with the workshop commencing at 8:30 a.m. continuing until 2:45 p.m. The workshop included an introduction from Iowa DOT Director of Office of Rail Transportation Tammy Nicholson and two presentations including sessions for visioning, issues identification and issues categorization. Participants received a registration packet with a handout and six maps. (Appendix C, Attendee Handout Packet)

#### Introduction

Iowa DOT Director of Office of Rail Transportation Tammy Nicholson welcomed attendees and emphasized that the workshop marked the beginning of the public engagement outreach for both the Iowa State Rail and Freight Plans. The goal of the workshop was to validate the State Freight Plan goals and begin developing the State Rail Plan goals. Director Nicholson outlined the Iowa DOT's interest and commitment to both freight and rail transportation in Iowa. Nicholson closed her portion of the presentation by reviewing the schedule and next steps in the development of both plans.

#### Presentation 1: 2016 Iowa Freight Plan, Background and Input Session

Garrett Pedersen with Iowa DOT's Office of Systems Planning presented on the background of the State Freight Plan. He described the State Freight Plan objectives and provided context on what freight means in terms of the intermodal connection. The presentation detailed current stakeholder input gathering and the plan strategies. Pedersen introduced the Federal Highway Administration guidance they are using as they develop the freight improvement strategies. He also explained the different freight improvement projects that are being worked on for each mode: aviation, highway, railroad, waterway and pipeline. Lastly, he explained the statewide freight network optimization strategy development.

#### Visioning Process



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The visioning session was intended to validate the current State Freight Plan goals and identify what additional goals should be considered as part of the plan.

Participants remained at their tables and used the voting technology devices each received at registration. Theresa McClure of HDR facilitated the voting session. Participants voted on the level of impact each goal would have on optimizing freight operations in the State of Iowa. After each voting slide, participants offered their input on their responses. The voting results validated and helped identify next steps in refining the goals for the State Freight Plan. (Appendix D, Goal Input Process).

## Presentation 2: 2016 Iowa Rail Plan Overview

Iowa DOT's Freight and Passenger Policy Coordinator Amanda Martin provided an overview of the development of the State Rail Plan. She introduced the Federal Railroad Administration (FRA) guidance that informs the development of the State Rail Plan. Martin discussed the goals and objectives the Iowa DOT has for the plan. Tammy Nicholson provided context for participants to learn about where Iowa rail and freight are today. Nicholson ended the presentation with an overview of Iowa's rail programs and funding level.

## SWOT Analysis Activity

Theresa McClure facilitated a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis activity with the full group to develop a unified vision for the action plan.

Participants were broken into five groups, of approximately the same size, and asked to identify strengths, weaknesses, opportunities and threats of the rail system.

Each group assigned a speaker and a scribe. The table self-facilitated a discussion on the strengths, weaknesses, opportunities and threats of the rail system in Iowa. After each group worked through each category, McClure facilitated a round-robin reporting discussion on each SWOT category. CyBiz scribes documented each category. SWOT results were placed on the wall in the room. A master list of SWOT items was compiled. Participants received three sticker dots for each SWOT category and were asked to vote for the items in each category they felt were most important; participants could use their dots in any way they saw fit, including placing all three dots by one item. (Appendix E, Rail Plan SWOT List)

Table 2: Top Five Items from Each Category of the SWOT Analysis

Strengths	Weaknesses
1. Private ownership and funding	1. Bottlenecks associated with yard capacity
2. Efficiency driven	2. No major intermodal hub
3. The need to move large quantities of bulk freight	3. Too many grade crossings
4. Class 2 and 3 railroad connection to community	4. High volume of pass through traffic
5. Connection of modes	5. Availability of railcars – for lease or purchase
Opportunities	Threats
1. Expand transload and intermodal load facilities	1. Aging infrastructure
2. Additional state funding for railroads	2. Truck size and weight – 33' trailers specifically
3. Economic development	3. Uncertainty
4. Railroad capacity expansion	4. Uncertainty renewal of 45G rail tax credit
5. Congestion reduction on highway system	5. Regulatory issues – Positive Train Control (PTC)

## Issues Identification and Categorization

The visioning session was intended to help understand the full breadth of issues faced by Iowa stakeholders with rail and freight industry interests in Iowa. Workshop participants were separated into groups by the project team, based on the organizations they represented, to discuss issues from the following points of view: advocacy, policy, research/planning, business, rail and government.

One project team member with Iowa DOT team members facilitated the following focus groups to discuss the issues that most critically impact rail operations in Iowa.

1. Passenger Rail
2. Safety and Security of Freight Operations
3. Economic and Workforce Development
4. Multimodal Freight Networks
5. Multimodal Freight Link and Connectors

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One CyBIZ scribe assisted each set of facilitators.

Participants then came back into a large group and reported on their small-group findings. (Appendix F, Focus Group Reports)  
General themes were taken from these reports to inform the State Rail Plan.

Table 3: Themes from Issues Identification and Categorization

Passenger Rail	Safety and Security of Freight Operations
<ul style="list-style-type: none"> <li>• Lack of dedicated line</li> <li>• Competing modes and costs of modes</li> <li>• Lack of demand</li> <li>• Need appeal, incentive</li> <li>• Creates jobs, develops economy</li> </ul>	<ul style="list-style-type: none"> <li>• Very good compared to other states</li> <li>• Cities lack enough information, resources on hazmat derailments</li> <li>• Need additional training, education</li> <li>• Additional funding</li> </ul>
Economic and Workforce Development	Multimodal Freight Networks
<ul style="list-style-type: none"> <li>• Transportation is key</li> <li>• Efficiency</li> <li>• Workforce development</li> <li>• Additional funding</li> <li>• Aging infrastructure</li> <li>• Connections to rural communities</li> <li>• Worker availability</li> </ul>	<ul style="list-style-type: none"> <li>• Globalization</li> <li>• Aging infrastructure</li> <li>• Need greater connectivity</li> <li>• Selective rail investments</li> <li>• New industry trends driven by Panama Canal expansion</li> <li>• Not enough vehicle/container capacity to move freight</li> <li>• Intermodal/multimodal transportation facilities (to transfer goods mode to mode)</li> <li>• Lack of enough access points</li> <li>• Transit time of railroads</li> </ul>
Multimodal Freight Link and Connectors	
<ul style="list-style-type: none"> <li>• Underutilized transloads</li> <li>• Improved rail car availability and capacity</li> <li>• Global access</li> <li>• Improved efficiency and standardization</li> <li>• Service issue with capacity</li> <li>• Corridor development</li> <li>• Economic development opportunities</li> </ul>	

## Next Steps

Amanda Martin closed the meeting with an overview of the next opportunities for public involvement and invited participants to consider participating in the High Leverage Stakeholder Committee.

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## Appendices

### Appendix A: Invitation Mailing and Attendee List

2016 **IOWA RAIL PLAN**



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First Name	Last Name	Organization	Attended?
Fjay	Allison	10-15 Regional Transit Agency	
Jim	Dougherty	ADM	✓
Brett	Madison	ADM	
Joel	Brinkmeyer	Agribusiness Association of Iowa	
John	Riches	Alcoa	
Kevin	Burke	Alliant Energy Transportation/ CR & IA City Railroad	
Derrick	James	Amtrak	
Adam	Krom	Amtrak	
Craig	Kroeger	Appanoose County Community Railroad (APNC)	
Melody	McHugh	Army Corps of Engineers	
Ron	White	ARTCO Fleeting Service	
Becky	Nardy	ATURA Transportation Planning Affiliation	✓
		Barr Nunn Transportation Inc.	
		Beisser Lumber Co.	
Denise	Bulat	Bi-State Regional Commission	
Gena	McCullough	Bi-State Regional Commission	✓
Becky	Passman	Bi-State Regional Commission	
Sarod	Dhuru	BNSF Railway	✓
Paul	Nowicki	BNSF Railway Company	
Fenner	Stevenson	Boone & Scenic Valley Railroad & Museum	
Brian	Keierleber	Buchanan County Engineers Office	
Steve	Hoth	Burlington Junction Railway	
Andrew	Hoth	Burlington Junction Railway (BJRY)	✓
Jonathon	Wingate	Burlington Junction Railway (BJRY)	
Robert	Wingate	Burlington Junction Railway (BJRY)	
Steve	Hoambrecker	Burlington Urban Service	
Brian	McClatchey	Cambus	
Herb	Jones	Canadian Pacific Railroad	
Brad	Hildebrand	Cargill	
Larry	Rooney	Cartersville Elevator Inc.	
Justin	Fox	CDM Smith	✓
Jeff	Woods	Cedar Rapids and Iowa City Railway Co. (CRANDIC) Railroad	
Mark	Buschkamp	Cherokee Area Economic Development Corporation	
Kurt	Scheible	Citibus	
Greg	Reeder	City of Council Bluffs	
Mayor Roy	Buol	City of Dubuque	
Mayor Gordon	Canfield	City of Grinnell	
Geoff	Fruin	City of Iowa City	
Tom	Determann	Clinton Regional Development Corpoartion	
Jim	Kvedaras	CN Railroad	✓
Vicky	Robrock	Coralville Transit	
Chad	Lambi	CRANDIC	

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First Name	Last Name	Organization	Attended?
Jack	Parliament	D & I Railroad Co. (DAIR)	✓
Elizabeth	Presutti	DART	
Troy	Russell	Decker Truck Line, Inc.	
Susan	Dixon	Department of Homeland Security	
Dave	Johnston	Department of Homeland Security & Emergency Management	✓
Todd	Ashby	Des Moines Area Metropolitan Planning Organization	
Zach	Young	Des Moines Area Metropolitan Planning Organization	✓
Jack	Sawyer	Des Moines Transportation Company	
William	Boal	Drake University	
Steve	Falck	Environmental Law and Policy Center	✓
Shirley	McGuire	Federal Motor Carrier Safety Administration	✓
Kyle	Gradinger	Federal Railroad Administration	
Rob	Toncar	FedEx	
Teresa	Valenta	FedEx	
Caitlin	Hughes Rayman	FHWA	
Nicole	Katsikides	FHWA	
Sean	Litteral	FHWA	
Mike	LaPietra	FHWA	✓
John	Wahlert	Firestone	
Murry	Fitzer	Florilli Transportation	
Stacy	Timperley	Forbs	✓
Beth	Bilyeu	Forest City Economic Development	
Wynne	Davis	FRA	
Peter	Schwartz	FRA	
Dave	Wilcox	Global Processing Inc.	
Jay	Byers	Greater Des Moines Partnership	
Greg	Jenkins	Greater Muscatine Chamber of Commerce & Industry	
Dave	Coppess	Heartland Co-Op	
Tom	Hauschel	Heartland Co-Op	
Todd	Phillips	Heartland Co-Op	
Steve	Engemann	Hermann Sand & Gravel	
		HNI	
		Hormel Foods Corp.	
Karl	Kruse	Hy-Vee, Inc.	✓
Peter	Rickershauser	Independent Board Member Iowa Interstate Railroad	
Ron	Lang	Independent Trucker	
Tim	Woods	International Traders of Iowa	✓
Basak	Aldemir-Bektas	InTrans	
Jing	Dong	InTrans	✓
Delia	Moon-Meier	Iowa 80 Group	
Rebecca	Neades	Iowa City Chamber	
Chris	O'Brien	Iowa City Transit	

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First Name	Last Name	Organization	Attended?
		Iowa Corn Processors Glidden	
Harold	Hombres	Iowa Department of Agriculture and Land Stewardship	
Jennifer	Wright	Iowa Department of Natural Resources	
Brett	Tjepkes	Iowa Department of Public Safety	
John	Adam	Iowa Department of Transportation	
Stu	Anderson	Iowa Department of Transportation	
Phou	Baccam	Iowa Department of Transportation	✓
Kyle	Barichello	Iowa Department of Transportation	✓
Bonnie	Castillo	Iowa Department of Transportation	
Mike	Clayton	Iowa Department of Transportation	
Mitchell	Dillavou	Iowa Department of Transportation	
Ed	Engle	Iowa Department of Transportation	✓
Major Lance	Evans	Iowa Department of Transportation	✓
Sam	Hiscocks	Iowa Department of Transportation	✓
Laura	Hutzell	Iowa Department of Transportation	
Sandra	Larson	Iowa Department of Transportation	
David	Lorenzen	Iowa Department of Transportation	
Mark	Lowe	Iowa Department of Transportation	
Craig	Markley	Iowa Department of Transportation	✓
Amanda	Martin	Iowa Department of Transportation	✓
Diane	McCauley	Iowa Department of Transportation	✓
Phil	Meraz	Iowa Department of Transportation	✓
Phil	Mescher	Iowa Department of Transportation	✓
Tamara	Nicholson	Iowa Department of Transportation	
Garrett	Pedersen	Iowa Department of Transportation	✓
John	Selmer	Iowa Department of Transportation	
Sam	Shea	Iowa Department of Transportation	✓
Cindy	Shearer	Iowa Department of Transportation	
Paul	Trombino III	Iowa Department of Transportation	
Jeff	Von Brown	Iowa Department of Transportation	✓
John	Wilson	Iowa Department of Transportation	
Adam	Broughton	Iowa DNR	
Joseph	Rude	Iowa Economic Development Authority	
Cindy	Litwiller	Iowa Falls Area Development Corporation	✓
Don	McDowell	Iowa Farm Bureau	✓
Joanne	Tinker	Iowa Governor's Traffic Safety Bureau	
Carrie	Evans	Iowa Interstate Railroad	
Jerry	Lipka	Iowa Interstate Railroad	
Joe	Parsons	Iowa Interstate Railroad	✓
Cheryl	Rangel	Iowa Interstate Railroad	
Kathy	Evert	Iowa Lakes Corridor Development	

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First Name	Last Name	Organization	Attended?
Robert	Palmer	Iowa League of Cities	
Brenda	Neville	Iowa Motor Truck Association	
Amy	Homan	Iowa Northern Railway Company	✓
Dan	Sabin	Iowa Northern Railway Company	
Dan	Sabin	Iowa Northern Railway Company	
Stephanie	Carlson	Iowa Pork Producers Association	✓
Renee	Schachterle	Iowa River Railroad Inc. (IARR)	
Tim	Borich	Iowa State University	
Judi	Eyles	Iowa State University	
Scott	Grawe	Iowa State University	
Bobby	Martens	Iowa State University	
David	Fellon	Iowa Traction Railway Co. (IATR)	
Michael	Johns	Iowa Traction Railway Co. (IATR)	
Cecil	Wright	Iowa Utilities Board	
Steve	Lallier	J. B. Hunt Transport	✓
Gary	Whicker	J. B. Hunt Transport	
		Jacobson Companies Jacobson Transportation Company	
Kent	Jordan	Jacobson Companies, Jacobson Transportation Company	
		John Deere	
Walt	Valiant	Kent	
Osama	Shihadeh	Kent Corporation	✓
Scott	Cirksena	Kenworth Truck Company	
Mike	Hadley	Keokuk County Board of Supervisors	
Nathan	Johns	Keokuk Junction Railway Co. (KJRY)	
Scott	Stabbe	Key Cooperative	
Ernie	Steffensmeier	Lee County Engineers Office	
Carla	Eysink	Marion County Development Commission	
Michael	Helgerson	Metropolitan Area Planning Agency	✓
Greg	Youell	Metropolitan Area Planning Agency	
Brad	Neuman	Metropolitan Planning Organization of Johnson County	✓
Kent	Ralston	Metropolitan Planning Organization of Johnson County	
		MidAmerican Energy Company	
Melanie	Gray	Monsanto	
Brad	Neuman	MPO of Johnson County	
Brad	Spratt	Muscatine Power and Water	
Bill	Winkelman	National Pork Board	
Michael	Dolch	Office of United States Senator Joni Ernst	✓
Francis	Edeker	Operation Life Saver	
Dave	Silverio	Ottumwa Transit	
		Owen Industries Carter Lake	
Kip	Wills	PHMSA	
Richard	Grenville	PortKC, Kansas City, MO	

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First Name	Last Name	Organization	Attended?
Terry	Bailey	Pottawattamie County Growth Alliance	
Jason	Hutcheson	Professional Developers of Iowa	
Libby	Ogard	Prime Focus LLC	✓
Rick	Hunsaker	Region XII Council of Governements	
Ben	McLean	Ruan	
Kevin	Ekstrand	Scarbrough International, LTD	
Corey	Nikkel	Schillinger Genetics, Inc.	
Mike	Norris	Southeast Iowa Regional Planning Commission	
Leesa	Lester	Southern Iowa Trolley	
Mike	Steenhoek	Soy Transportation Coalition	
Jantina	Wennerstrom	Soy Transportation Coalition	✓
Liz	McDonald	SSAB, Inc.	✓
John	Tobin	SSAB, Inc.	
Dave	Purdy	State of Nebraska Passenger Rail Advocate	
David	Ewing	States for Passenger Rail	
Steve	Ford	Stonebridge Ltd.	
Brent	Vanderleest	Sully Transportation	
Randy	Draper	Target	
		TMC	
		Trinity Towers Newton	
Col. Craig	Baumbartner	U.S. Army Corps of Engineers	
Christine	Schrage	UNI-College of Business	
Wayne	Borg	Union Pacific Railroad	
Kyle	Nodgaard	Union Pacific Railroad	✓
Kelli	O'Brien	Union Pacific Railroad	✓
Rabah	Amir	Uoflowa - Economics	
Ann	Campbell	Uoflowa - Logistics	
Paul	Hanley	Uoflowa - Transportation Policy	
Mark	Peterson	UPS	
		Van Wyk Freight Lines Inc.	
Matt	Decker	Vermeer	
Bill	Neeses	West Central Co-Op	✓
Bill	Horan	Western Iowa Energy, LLC	
Thomas	Kopp	World Food Processing, LLC- St. Paul	
Tina	Draur	XPO Logistics	
Tyler	Vande Vorde	XPO Logistics	
Heather	Clark		
Jackie	Corletto		
Shane	Cullen		
Natalie	Hammer		
Onna	Houck		
Jeff	Kurtz		

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First Name	Last Name	Organization	Attended?
Daniel	LaKemper		
Raymond	Lang		
Dennis	Miller		
Charles	Monte Verde		
Calvin	Nutt		
Jim	Obradovich		
Henry	Posner III		
Joshua	Sabin		
Mark	Sabin		
Daniel	Sanchez		
Alan	Schroeder		
Lon	Van Gemert		

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

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## Appendix B: Example Workshop Invitations



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



Email distributed 8/31/2015



August 31, 2015

We invite you to attend an issues-based workshop for the statewide rail and freight planning efforts. Your expertise and participation in the workshop will provide us with important insight and guidance in the development of the Iowa State Rail Plan and State Freight Plan, which is a multimodal freight plan. As we develop these plans, we know it is important to rely on those who work with both rail and freight every day. **We need your input and voice.**

The purpose of this workshop is to introduce you to the details of those plans and your role in the development process. We are committed to actively engaging private sector rail and freight infrastructure owners, freight industry stakeholders, shippers, public planning agencies, transit operators, railroad and freight organizations and passenger rail stakeholders in the planning process.

This workshop marks the beginning of our upcoming public and stakeholder engagement efforts for the planning process. Because we have aligned the development of both plans, we recognize there are overlaps. Similar issues and concerns will come up as both of these plans are developed. By combining the stakeholder engagement process, we are able to facilitate more efficient outreach efforts, such as this workshop. Your input, expertise and perspective will help shape and strengthen each of these plans. **By attending this workshop, you will have the opportunity to thoroughly share your concerns, needs and benefits while networking with experts from across the state.**

This workshop will:

- develop a baseline understanding of stakeholders' thoughts on multimodal freight development, transportation safety, economic development, passenger rail, targeted state investment and hazardous materials transportation; and
- integrate and coordinate stakeholder and public involvement with technical planning activities that have already occurred by the Iowa Department of Transportation

#### Meeting Details:

**Date:** September 24, 2015  
**Time:** 8:00 am – 3:45 pm  
**Location:** Holiday Inn Downtown – Mercy Area  
1050 6th Ave  
Des Moines, IA 50314

#### State Rail Plan Goals

- Create a state rail vision and a supporting program of proposed public rail investments and improvements that will result in quantifiable economic benefits to Iowa.
- Enable Iowa to implement an efficient and effective approach for merging passenger and freight rail elements into the larger multimodal and intermodal transportation framework.
- Incorporate initiatives from the federal and state level, aligning the priorities of Iowa rail stakeholders.
- Provide a vision for integrated freight and passenger rail planning in the state, unifying the common interests of the various stakeholders within Iowa.
- Coordinate with the development of the Iowa Freight Plan and the Iowa State Transportation Plan.
- Ensure an open and inclusive process.
- Provide an outline to educate the public on Iowa's rail system.

#### State Freight Plan Goals

- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reduce congestion on the freight transportation system
- Improve the safety, security, and resilience of the freight transportation system
- Improve the state of good repair of the freight transportation system
- Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reduce adverse environmental and community impacts of the freight system
- Gather stakeholder input around key areas: multimodal freight development, transportation safety, economic development, passenger rail, targeted state investment and hazardous materials transportation.

#### Join us!

We encourage you or a representative of your organization to participate. Please RSVP by emailing [info@engagefreightrailplans.com](mailto:info@engagefreightrailplans.com) or calling Wendy at (712) 326-3735 by September 15th.

We look forward to seeing you.

Sincerely,

Stuart Anderson, Director  
Planning, Programming and Modal Division



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/11/2015



September 11, 2015

We invite you to participate in an Issues-Based Workshop for the statewide rail and freight planning efforts. The workshop takes place:

Date: Thursday, September 24  
Time: 8:00 am - 3:45 pm  
Location: Holiday Inn Downtown - Mercy Area  
1050 6th Ave, Des Moines, IA 50314  
**\*Attendance is free and lunch will be provided.**

Your expertise and participation in the workshop will provide us with important insight and guidance in the development of the Iowa State Rail Plan and Freight Plan. The State Freight Plan is a multimodal freight plan. As we develop these plans, we know it is important to rely on those who work with rail and freight every day. **Your input is important!**

At the workshop we will introduce you to the details of the plans and your role in the planning process. We are committed to actively engaging private sector rail and freight infrastructure owners, freight industry stakeholders, shippers, public planning agencies, transit operators, railroad and freight organizations, and passenger rail stakeholders in the planning process.

**By attending this workshop, you will have the opportunity to share your concerns, needs and benefits while networking with experts in the freight and rail industry from across the state.**

**Join us!** We encourage you or a representative of your organization to participate. Please RSVP by emailing [info@engagefreightrailplans.com](mailto:info@engagefreightrailplans.com) or calling Wendy at (712) 326-3735 by September 15<sup>th</sup>.

We look forward to seeing you.

Stuart Anderson, Director  
Planning, Programming and Modal Division

800 Lincoln Way  
Ames, IA 50010



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/18/2015

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September 18, 2015

There is still time to RSVP to attend the Issues-Based Workshop. Don't delay, you have until Monday, September 21st to respond!

By attending this workshop, you will have the opportunity to share your concerns, needs and benefits about Iowa's rail and freight transportation systems and provide input into what they need to look like in the future. Plus, have the chance to network with other freight and rail industry experts from across the state.

The workshop takes place:

Date: Thursday, September 24  
Time: 8:00 am - 3:45 pm  
Location: Holiday Inn Downtown - Mercy Area  
1050 6th Ave, Des Moines, IA 50314  
**\*Attendance is free and lunch will be provided.**

**Join us!** We encourage you or a representative of your organization to participate. Please RSVP by emailing [info@engagefreightrailplans.com](mailto:info@engagefreightrailplans.com) or calling Wendy at (712) 326-3735 by September 21st.

We look forward to seeing you.

Stuart Anderson, Director  
Planning, Programming and Modal Division

800 Lincoln Way  
Ames, IA 50010

[Opt Out](#)

**Connect with us!** Our website is live! If you have any questions, visit <http://engagefreightrailplans.iowadot.gov/>.

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/23/2015



September 23, 2015

The Issues-Based Workshop is tomorrow, September 24th!

We will be seeking your input on the rail and freight system in the state today and what it needs to look like in the future as the department prepares a rail and multimodal freight plan. For your convenience, we are sending tomorrow's agenda. **Please note that registration begins at 8:00 a.m. and the meeting welcome begins at 8:30 a.m.**

## Thursday, September 24

Holiday Inn Downtown – Mercy Area  
Top of the Tower Room  
1050 6<sup>th</sup> Avenue  
Des Moines, IA 50314

WiFi Login: guest  
Password: rewardsclub

### 8:00 – 8:30 am

- Registration

### 8:30 – 8:45 am

- Welcome and Safety Briefing

### 8:45 – 10:00 am

- Freight Context Setting and Visioning

### 10:00 – 10:15 am

- Break

### 10:15 – 11:30 am

- Rail Context Setting and Visioning

### 11:30 – 12:00 pm

- Lunch

### 12:00 – 2:00 pm

- Focus Group Break Outs

Table assignments correspond with the sticker on your nametag.

1. Table One (red)
2. Table Two (blue)
3. Table Three (green)
4. Table Four (yellow)
5. Table Five (orange)

- Issues Categorization

### 2:00 – 2:15 pm

- Break

### 2:15 – 3:45 pm

- Focus Group Reports and Wrap-up

Stuart Anderson, Director  
Planning, Programming and Modal Division

800 Lincoln Way  
Ames, IA 50010

[Get Out](#)

Connect with us! Our website is live! If you have any questions, visit  
<http://engagefreightrailplans.iowadot.gov/>.



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

## Appendix C: Attendee Handout Packet



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



## Issues-Based Workshop Agenda

### ***Thursday, September 24***

Holiday Inn Downtown – Mercy Area  
Top of the Tower Room  
1050 6<sup>th</sup> Avenue  
Des Moines, IA 50314  
WiFi Login: guest  
Password: rewardsclub

#### **8:00 – 8:30 am**

- ***Registration***

#### **8:30 – 8:45 am**

- ***Welcome and Safety Briefing***

#### **8:45 – 10:00 am**

- ***Freight Context Setting and Visioning***

#### **10:00 – 10:15 am**

- ***Break***

#### **10:15 – 11:30 am**

- ***Rail Context Setting and Visioning***

#### **11:30 – 12:00 pm**

- ***Lunch***

#### **12:00 – 2:00 pm**

- ***Focus Group Break Outs***  
*Table assignments correspond with the sticker on your nametag.*
  - 1. Table One (red)***
  - 2. Table Two (blue)***
  - 3. Table Three (green)***
  - 4. Table Four (yellow)***
  - 5. Table Five (orange)***
- ***Issues Categorization***

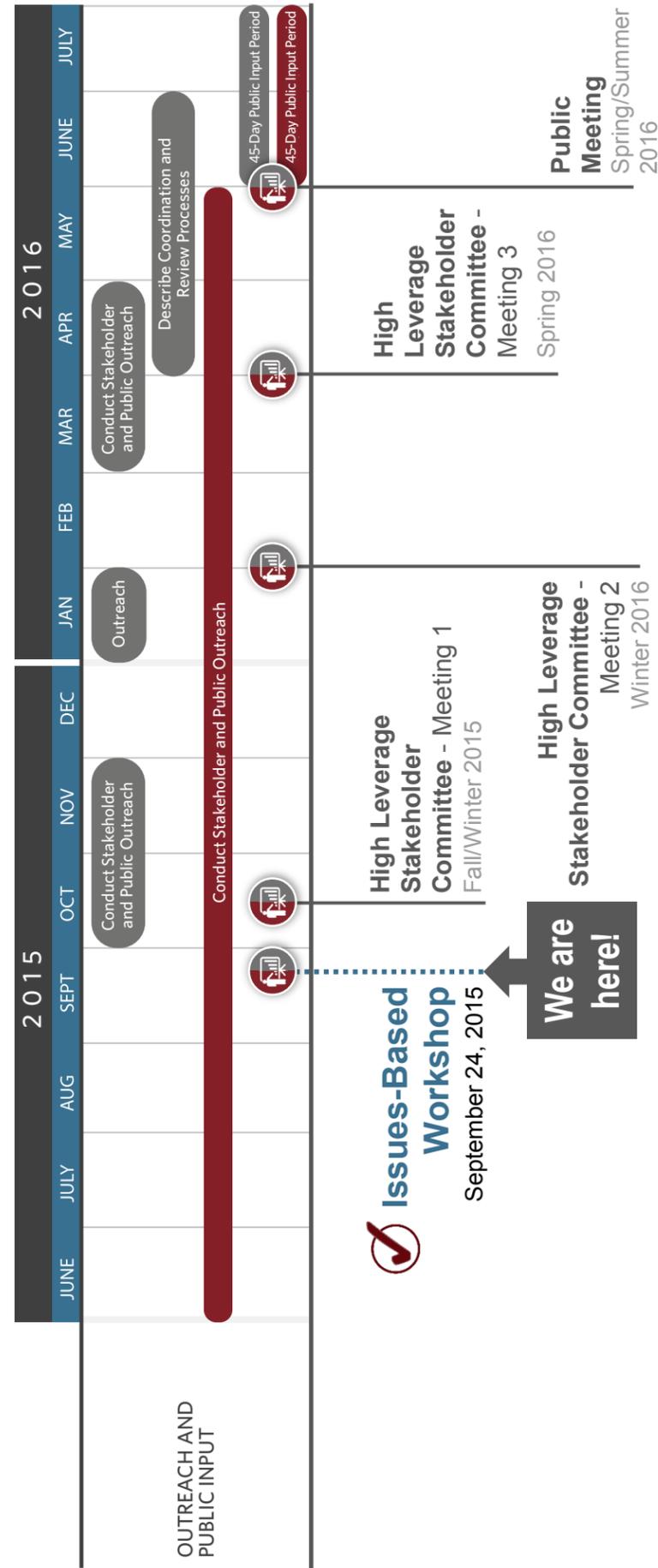
#### **2:00 – 2:15 pm**

- ***Break***

#### **2:15 – 3:45 pm**

- ***Focus Group Reports and Wrap-up***

## What's Next?



## STAY INVOLVED

- Participate in the workshop's online survey: <http://engagefreightrailplans.iowadot.gov/resources/surveys>
- Visit us at <http://engagefreightrailplans.iowadot.gov>
- Email us: at [info@EngageRailFreightPlans.com](mailto:info@EngageRailFreightPlans.com)



## 2016 IOWA RAIL PLAN



# ISSUES-BASED WORKSHOP HANDOUT

September 2015

## WELCOME!

The purpose of today's workshop is to introduce you to details of the Iowa State Rail and Freight Plans, explain your role in the development process, answer questions and receive your comments.

### Today we will:

- Develop a baseline understanding of your thoughts on multimodal freight development, transportation safety, economic development, passenger rail, targeted state investment and hazardous materials transportation; and
- Integrate and coordinate stakeholder and public involvement with technical planning activities that have already occurred.

## Background

In September 2013, the Federal Railroad Administration (FRA) published its Final State Rail Plan Guidance, which provided direction for State Rail Plan stakeholder and public involvement. We are actively engaging private sector rail and freight infrastructure owners, public planning agencies, transit operators, rail authorities, railroad and freight organizations, and passenger rail stakeholders. The Iowa State Rail Plan will identify proposed improvements in urban and rural areas for those who travel through it.

The State Freight Plan outlines freight planning activities that will achieve the objective for the state to provide a safe, efficient and convenient freight transportation system to Iowans. The Freight Plan is a way to connect all of these initiatives and allow them to move forward towards a common goal of optimal freight transportation throughout the state. In addition, the Freight Plan will guide our investment decisions to maintain and improve the freight transportation system, and ultimately strengthen Iowa's economy and raise the quality of life for our citizens.

The development of a comprehensive Iowa State Rail Plan in collaboration with the implementation of the Freight Plan offers an opportunity for us to accurately define what the rail and freight system in the state looks like today and what it needs to look like in the future.

## State Rail and Freight Plan Overlap

The State Rail and Freight Plans are closely related and have several overlapping activities. Combining public engagement efforts of both the Rail and Freight Plan allows us to integrate feedback appropriately. Due to the subject matter, there is natural overlap of information, data and analysis for both rail and freight.

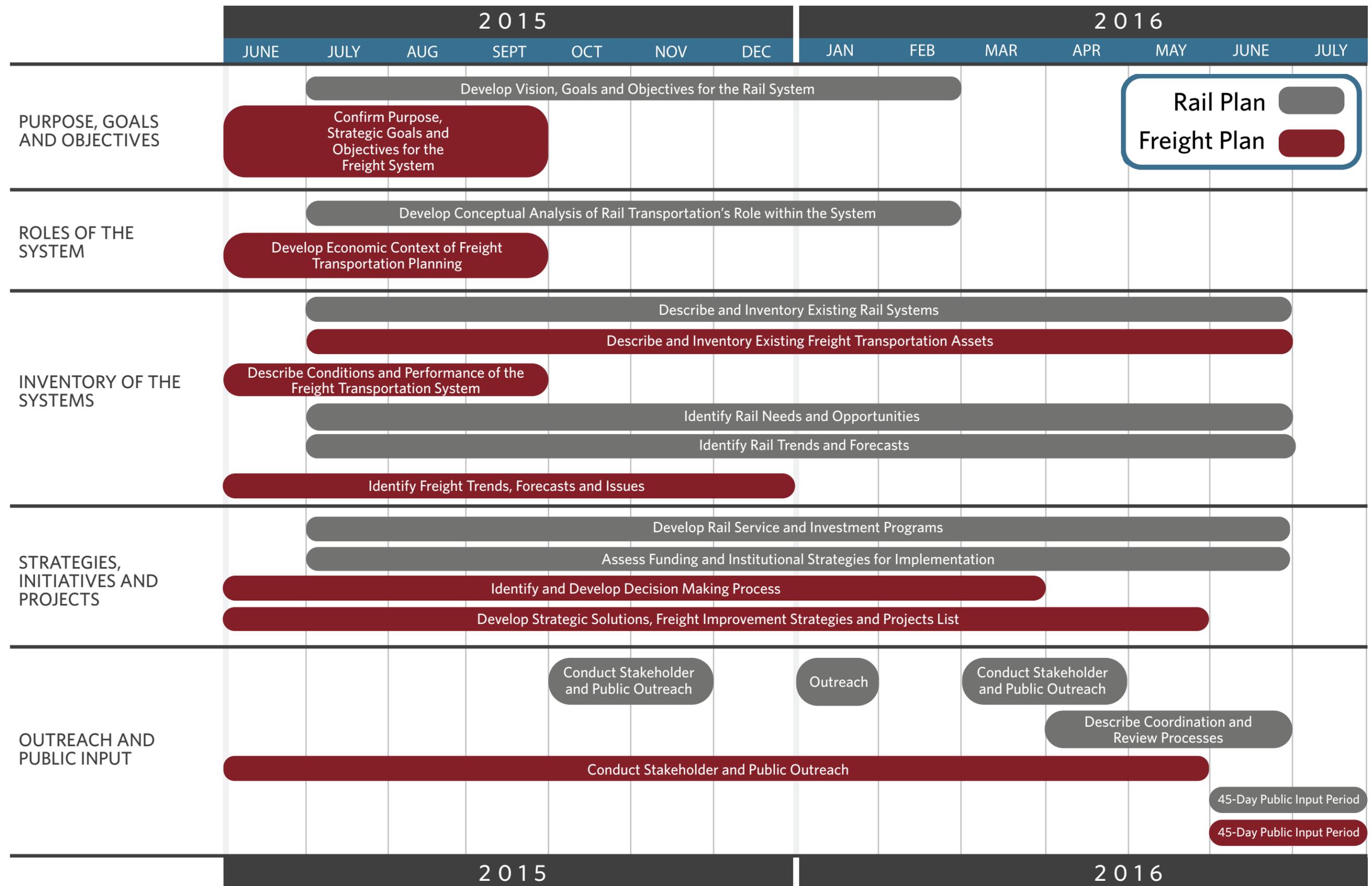
### Draft State Rail Plan Goals

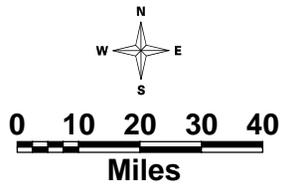
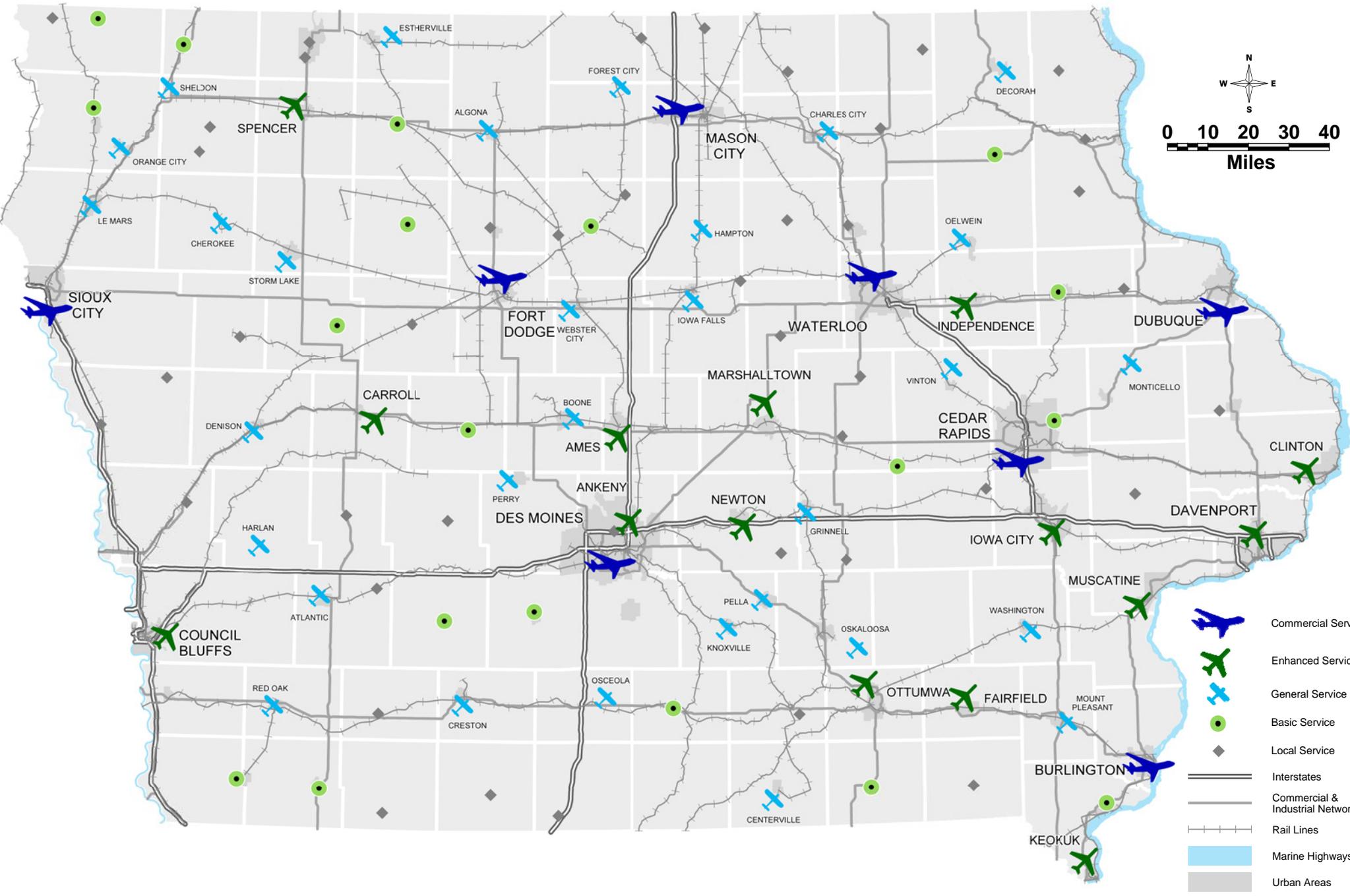
- Create a state rail vision and a supporting program of proposed public rail investments and improvements that will result in quantifiable economic benefits to Iowa.
- Enable Iowa to implement an efficient and effective approach for merging passenger and freight rail elements into the larger multimodal and intermodal transportation framework.
- Incorporate initiatives from the federal and state level, aligning the priorities of Iowa rail stakeholders.
- Provide a vision for integrated freight and passenger rail planning in the state, unifying the common interests of the various stakeholders within Iowa.
- Coordinate with the development of the Iowa Freight Plan and the Iowa State Transportation Plan.
- Ensure an open and inclusive process.
- Provide an outline to educate the public on Iowa's rail system.

### State Freight Plan Goals

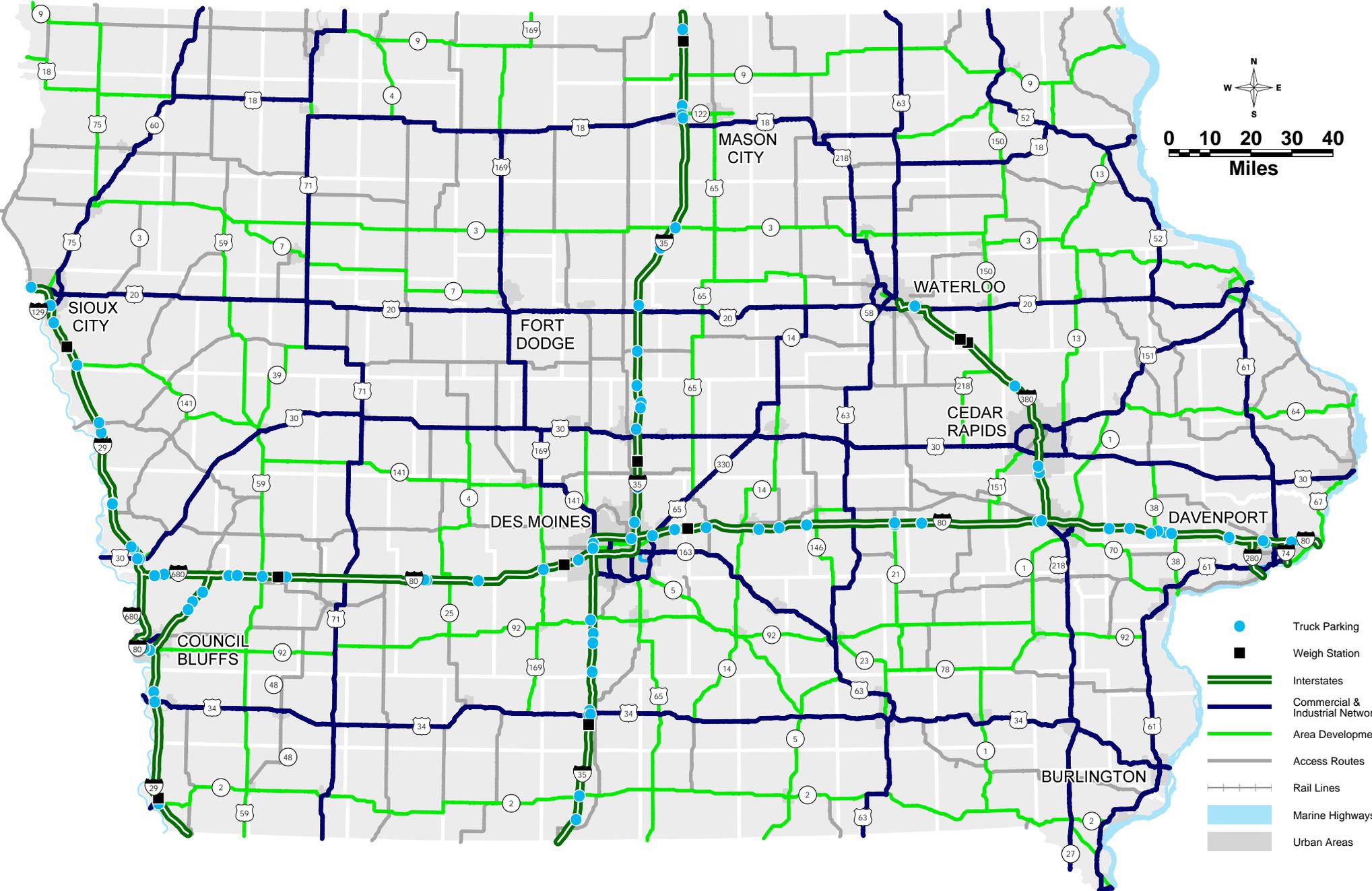
- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reduce congestion on the freight transportation system
- Improve the safety, security, and resilience of the freight transportation system
- Improve the state of good repair of the freight transportation system
- Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reduce adverse environmental and community impacts of the freight system
- Gather stakeholder input around key areas: multimodal freight development, transportation safety, economic development, passenger rail, targeted state investment and hazardous materials transportation.

## What is the Schedule for the Plans?

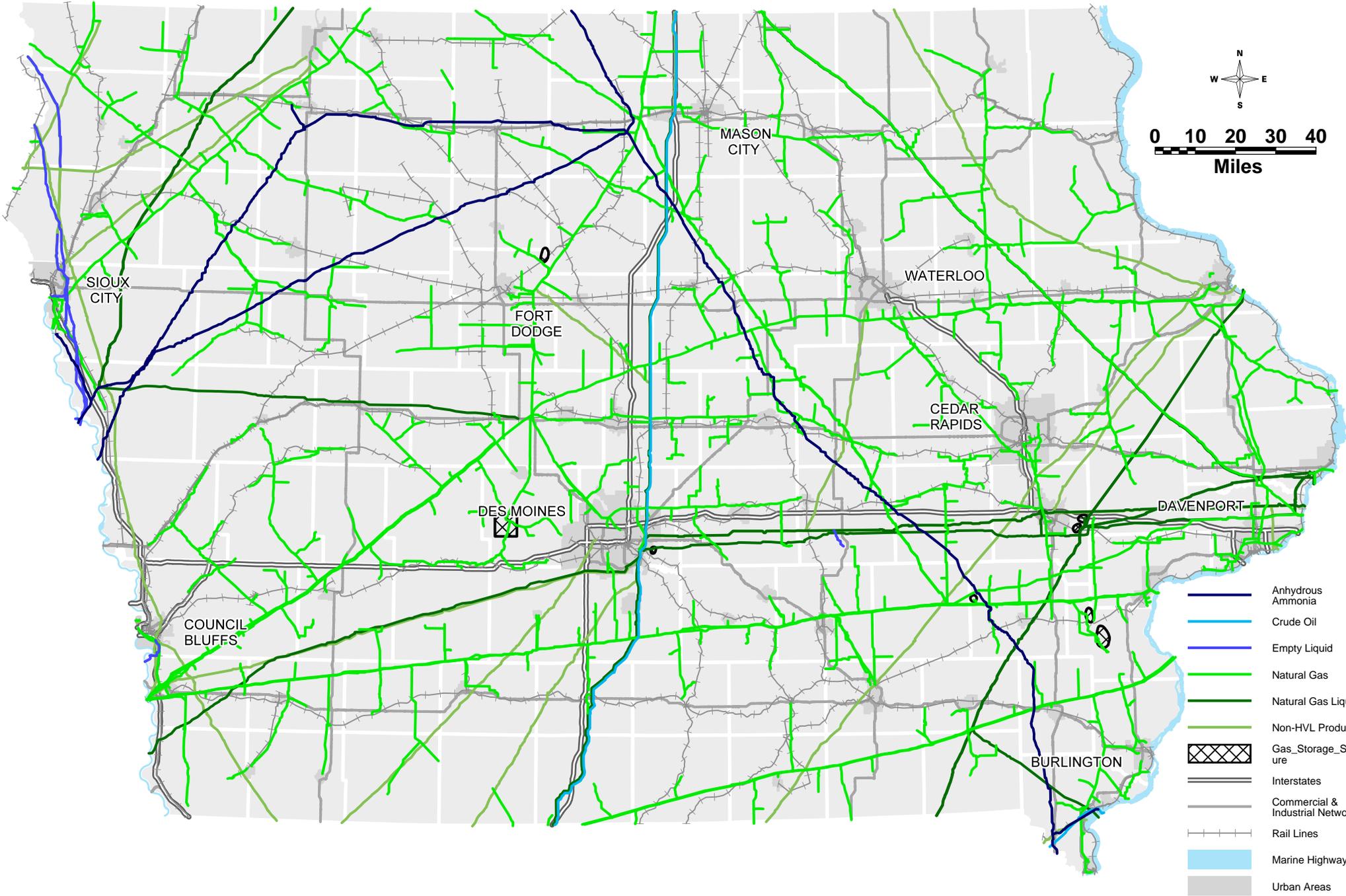




-  Commercial Service
-  Enhanced Service
-  General Service
-  Basic Service
-  Local Service
-  Interstates
-  Commercial & Industrial Network
-  Rail Lines
-  Marine Highways
-  Urban Areas



- Truck Parking
- Weigh Station
- Interstates
- Commercial & Industrial Network
- Area Development
- Access Routes
- Rail Lines
- Marine Highways
- Urban Areas



- Anhydrous Ammonia
- Crude Oil
- Empty Liquid
- Natural Gas
- Natural Gas Liquids
- Non-HVL Product
- Gas Storage Structure
- Interstates
- Commercial & Industrial Network
- Rail Lines
- Marine Highways
- Urban Areas



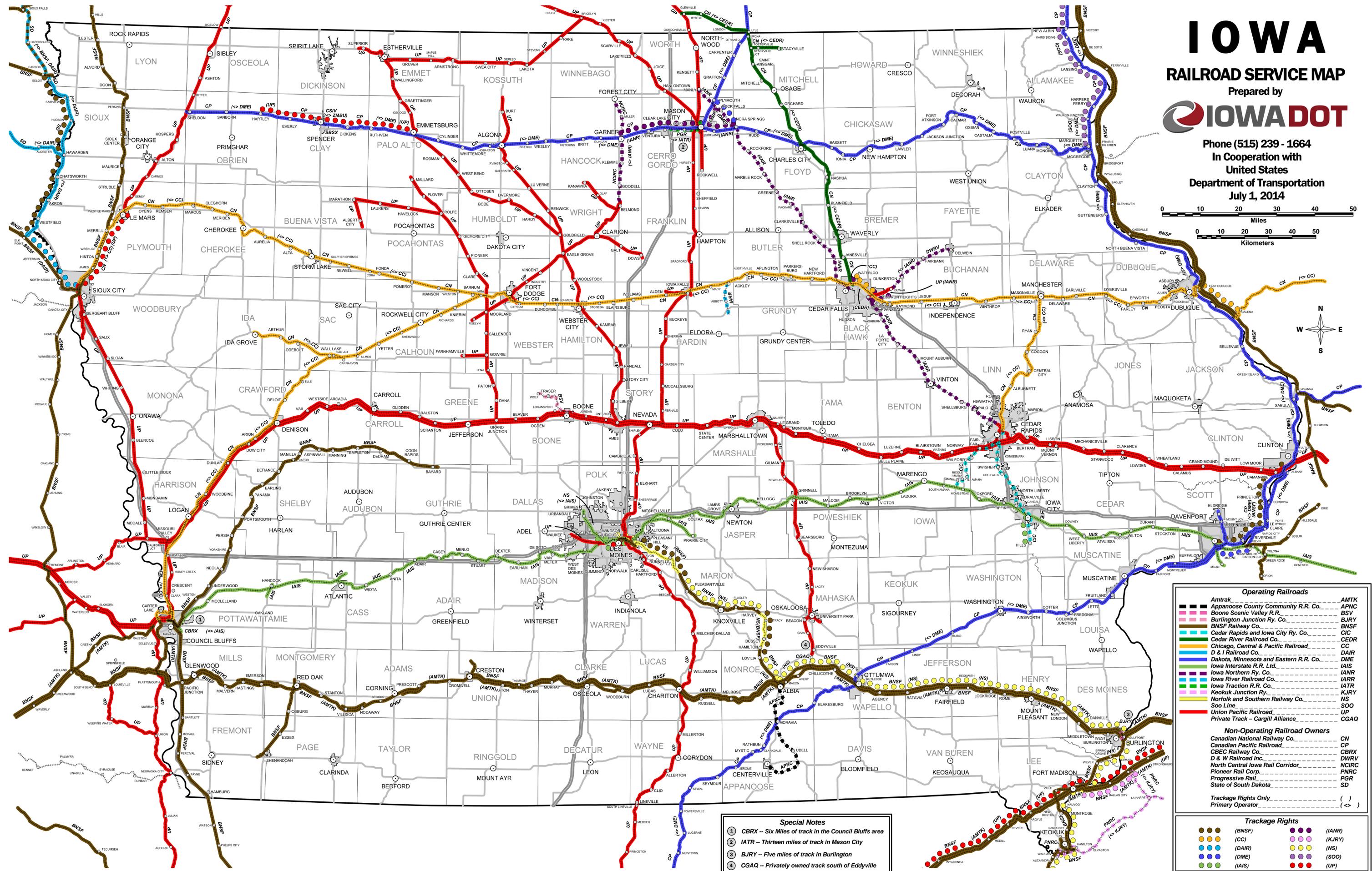
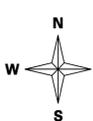
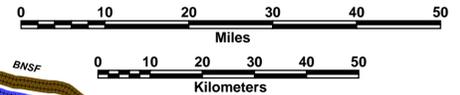
# IOWA

## RAILROAD SERVICE MAP

Prepared by



Phone (515) 239-1664  
 In Cooperation with  
 United States  
 Department of Transportation  
 July 1, 2014



Operating Railroads	
	Amtrak
	Appanoose County Community R.R. Co.
	Boone Scenic Valley R.R.
	Burlington Junction Ry. Co.
	BNSF Railway Co.
	Cedar Rapids and Iowa City Ry. Co.
	Cedar River Railroad Co.
	Chicago, Central & Pacific Railroad
	D & I Railroad Co.
	Dakota, Minnesota and Eastern R.R. Co.
	Iowa Interstate R.R. Ltd.
	Iowa Northern Ry. Co.
	Iowa River Railroad Co.
	Iowa Traction R.R. Co.
	Keokuk Junction Ry.
	Norfolk and Southern Railway Co.
	Soo Line
	Union Pacific Railroad
	Private Track - Cargill Alliance

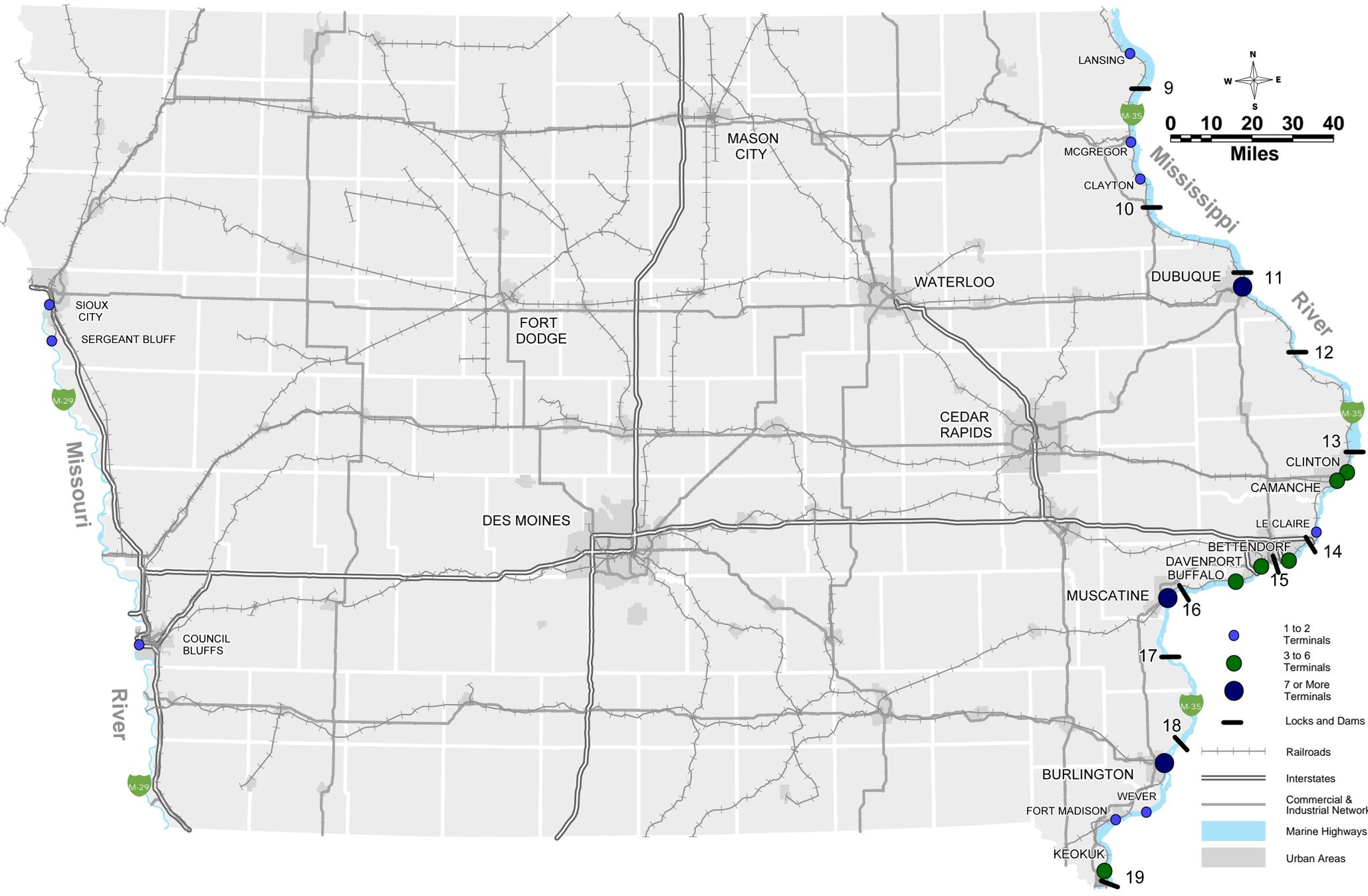
Non-Operating Railroad Owners	
	Canadian National Railway Co.
	Canadian Pacific Railroad
	CBEC Railway Co.
	D & W Railroad Inc.
	North Central Iowa Rail Corridor
	Pioneer Rail Corp.
	Progressive Rail
	State of South Dakota

Trackage Rights	
	(BNSF)
	(CC)
	(DAIR)
	(DME)
	(IAIS)
	(IANR)
	(KJRY)
	(NS)
	(SOO)
	(UP)

**Special Notes**

- 1 CBRX -- Six Miles of track in the Council Bluffs area
- 2 IATR -- Thirteen miles of track in Mason City
- 3 BJRY -- Five miles of track in Burlington
- 4 CGAQ -- Privately owned track south of Eddyville



Miles

- 1 to 2 Terminals
- 3 to 6 Terminals
- 7 or More Terminals
- Locks and Dams
- Railroads
- Interstates
- Commercial & Industrial Network
- Marine Highways
- Urban Areas

LANSING

9

MCGREGOR

10

CLAYTON

DUBUQUE

11

WATERLOO

12

SIoux CITY

SERGEANT BLUFF

FORT DODGE

MASON CITY

CEDAR RAPIDS

13

CLINTON

CAMANCHE

DES MOINES

LE CLAIRE

14

BETTENDORF  
DAVENPORT  
BUFFALO

15

MUSCATINE

16

17

BURLINGTON

18

FORT MADISON

WEVER

KEOKUK

19

M-29

M-35

M-29

M-35

M-35

M-35

Missouri River

Mississippi River

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

## Appendix D: Goal Input Process



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

2016 **IOWA RAIL PLAN**



The themes and issues captured during the goal input process follow the voting results from the workshop.

**Session Name**  
New Session 9-24-2015 9-44 AM

**Date Created**  
9/24/2015 7:41:37 AM

**Average Score**  
0.00%

**Active Participants**  
42

**Total Participants**  
42

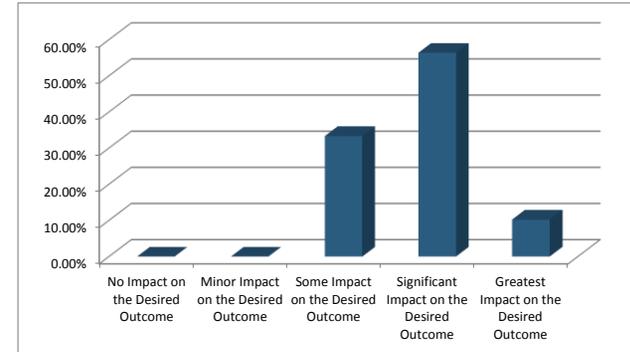
**Questions**  
7

### Results by Question

**1. Baseline question (Omitted)**

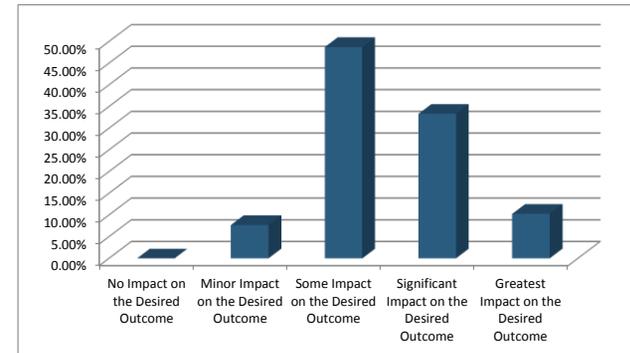
**2. Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness (Multiple Choice)**

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	0.00%	0
Some Impact on the Desired Outcome	33.33%	13
Significant Impact on the Desired Outcome	56.41%	22
Greatest Impact on the Desired Outcome	10.26%	4
<b>Totals</b>	<b>100%</b>	<b>39</b>



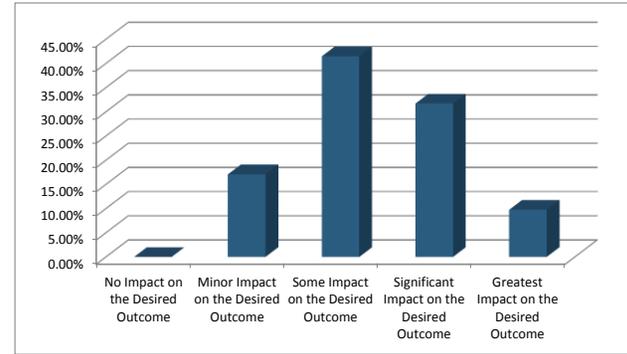
**3. Reduce congestion on the freight transportation system (Multiple Choice)**

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	7.69%	3
Some Impact on the Desired Outcome	48.72%	19
Significant Impact on the Desired Outcome	33.33%	13
Greatest Impact on the Desired Outcome	10.26%	4
<b>Totals</b>	<b>100%</b>	<b>39</b>



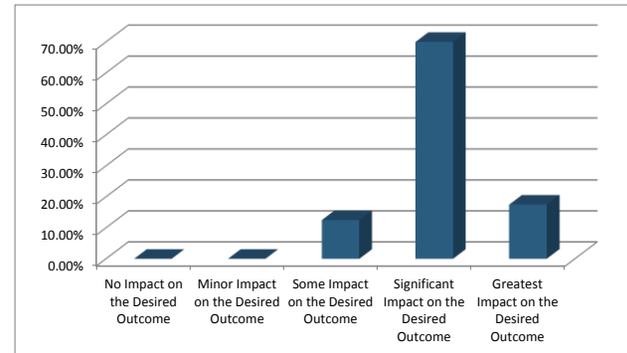
4. Improve the safety, security, and resilience of the freight transportation system (Multiple Choice)

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	17.07%	7
Some Impact on the Desired Outcome	41.46%	17
Significant Impact on the Desired Outcome	31.71%	13
Greatest Impact on the Desired Outcome	9.76%	4
<b>Totals</b>	<b>100%</b>	<b>41</b>



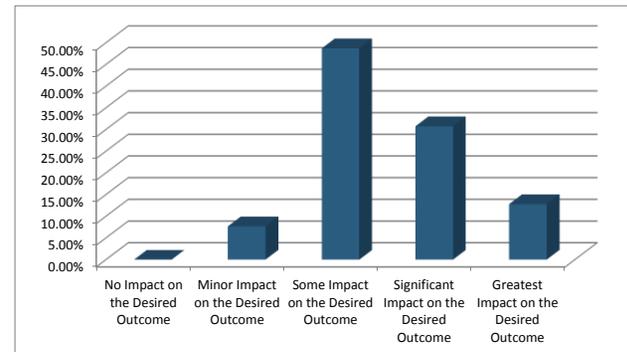
5. Improve the state of good repair of the freight transportation system (Multiple Choice)

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	0.00%	0
Some Impact on the Desired Outcome	12.50%	5
Significant Impact on the Desired Outcome	70.00%	28
Greatest Impact on the Desired Outcome	17.50%	7
<b>Totals</b>	<b>100%</b>	<b>40</b>



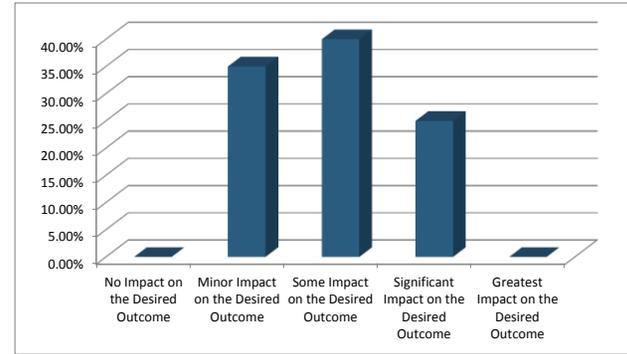
6. Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system (Multiple Choice)

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	7.69%	3
Some Impact on the Desired Outcome	48.72%	19
Significant Impact on the Desired Outcome	30.77%	12
Greatest Impact on the Desired Outcome	12.82%	5
<b>Totals</b>	<b>100%</b>	<b>39</b>



7. Reduce adverse environmental and community impacts of the freight system (Multiple Choice)

Responses		
	Percent	Count
No Impact on the Desired Outcome	0.00%	0
Minor Impact on the Desired Outcome	35.00%	14
Some Impact on the Desired Outcome	40.00%	16
Significant Impact on the Desired Outcome	25.00%	10
Greatest Impact on the Desired Outcome	0.00%	0
<b>Totals</b>	<b>100%</b>	<b>40</b>



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



- **Goal #1: Economic efficiency, productivity and competitiveness**
  - o Max efficiency is good/best
  - o Captive shippers
    - Only served by 1 railroad: How will this affect my business?
- **Goal #2: Reduce congestion**
  - o Congestions is a problem (specifically on the highway)
    - Roads not growing at rate of transportation needs
    - Congestion = slower freight mobility
  - o Rail congestion is in large metropolitan areas
    - Leave cars for long time/embargo issues
  - o Need to look at surrounding states and Iowa effects
  - o Waterway
    - Port coming in Muscatine
    - Barge to reduce rail congestion
  - o Do you think we can build our way out of congestion?
    - With financial constraints... no
    - No – land constraints
    - Invest money where it will be the greatest impact
  - o Can't build our way out... how to solve problem?
  - o Iowa is a low population state
    - Congestion = highly used highways
    - Weight constraints
  - o Improve roads
    - Get freight off highway on to the railroad
  - o Smart growth based on economic areas
  - o Need better access
- **Goal #3: Safety, security, resilience**
  - o Safety should be a high priority
    - 1 event could cause major disruption
  - o If we don't maintain safety/security of "Nation's Cross Roads", Iowa loses economic benefit
  - o Protect integrity of Iowa's products
- **Goal #4: Improve the state of good repair**
  - o State of good repair = quality roads not there
    - Not safe or efficient
  - o Rail also has season for repair (lots invested)
  - o Private sectors also investing – full system
  - o Problem = obsolete facilities
    - Maintain and replace old structures
- **Goal #5: Technology & Innovation**
  - o Too broad of a statement/goal
    - Break into "accountability" and separate categories
    - Can measure results better
  - o Technology is involved in every action for some companies (HyVee)
- **Goal #6: Reduce environmental and community impact**
  - o Important to consider in state plan
    - Rail already considers & does well
    - Modal shift could facilitate more improvement
  - o Railroads = common carrier responsibility
  - o Trains backed up effects traffic
  - o All modes important and affect each other

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- **Adding goals**
  - o *Regulatory environment*
  - o *Separation of broad goals*
  - o *Regional differentiation*



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

## Appendix E: Rail Plan SWOT List



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Below are the lists created by the individual small groups and with group voting results. Items in green represent the top themes of each section.

## - Strengths

- o *Private ownership and funding (+15)*
- o *Efficiency driven (+15)*
- o *Large volume (+14)*
- o *Class 2 and 3 railroad connection to community (+12)*
- o *Connection of modes (+9)*
- o *Proximity to waterways (+9)*
- o *Few incidents – safety (+6)*
- o *Rail cheaper than road (+5)*
- o *Safety and efficiency of freight movements (+4)*
- o *Shipment of agriculture (+4)*
- o *Class 2 railroad efficiency and innovation (+3)*
- o *Large network – Iowa well covered (+3)*
- o *Move over dimensional products – flexibility (+3)*
- o *24/7 (+3)*
- o *Service flexibility (+2)*
- o *Connection of modes (+1)*
- o *Current environmental protections (+1)*
- o *Passenger rail – more attractive to aging population (+1)*
- o *Movement of hazmat via rail*
- o *Common carrier requirements*
- o *Good velocity on East – West Union Pacific line*
- o *Technology = rail safety – especially weather*
- o *Presence Class 1 railroads in Iowa = more opportunity and bigger projects*
- o *Significant Railroad investment*
- o *High quality transportation jobs*
- o *Double track = rapid transit*
- o *Passenger rail service exists*

## - Weaknesses

- o *Bottlenecks associated with yard capacity (+17)*
- o *No major intermodal hub (+16)*
- o *Too many grade crossings (+13)*
- o *Geographically challenged (+12)*
- o *Availability of railcars – for lease or purchase (+7)*
- o *Captive shippers (+7)*
- o *Transit times – trucks more competitive short range (+7)*
- o *Cost of projects and rail access (+5)*
- o *Activity of other states affect Iowa, but authority only over Iowa (+3)*
- o *State/local regulations on rail is not uniform (+3)*
- o *Supply of containers (+2)*
- o *Limited reach (+2)*
- o *Seasonality export/import imbalances (+2)*
- o *Lack of use and shippers – abandonment (+1)*
- o *Lack of community involvement by some railroads (+1)*
- o *High shipping requirements for rail (+1)*
- o *Lack of uniform rail weights across state (+1)*
- o *Passenger rail gaps in city coverage (+1)*
- o *Revenue inconsistency among modes (+1)*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



- *Inconvenience for public transit (+1)*
- *High speed passenger rail = increase investment (+1)*
- *No room for switching (+1)*
- *Movement of goods in other modes*
- *Load constraints*
- *Relying on other intermodal transportation*
- *Lack of storage facilities*

## - Opportunities

- *Expand transload and intermodal load facilities (+19)*
- *Additional state funding for railroads (+15)*
- *Economic development (+13)*
- *Expanding capacity within existing railways (+10)*
- *Lessening of congestion on primary and secondary roads (+8)*
- *Improve efficiency (+8)*
- *Decrease length of truck haul (+6)*
- *Improving regional rail connectivity (+4)*
- *Better balance of regulation and deregulation (+4)*
- *Improvements to passenger rail = improvement to freight (+3)*
- *More port authorities (+3)*
- *More outreach for rail shipping (+2)*
- *Land use planning improvements – connections (+2)*
- *Advancement in technology (+2)*
- *Commuting potential for students – rail (+2)*
- *CREATE = optimization and efficiency (+1)*
- *Freight stoppages due to passenger rail (+1)*
- *State logistics specialists (+1)*
- *Improve efficiency to mitigate driver shortage (+1)*
- *Reduce overall transportation emissions (+1)*
- *Private investment*
- *Relationships with railroads*
- *Containerized freight accommodation*
- *Rail bank inventory of prior lines*
- *Partnerships with local development authorities*
- *Commuting to universities and hospitals*
- *Expansion of Panama Canal – and other global improvements*
- *Freight forwarder education*
- *Technology as in PTC*
- *Raising rail shipping option awareness*
- *Planned major study in Quad Cities*

## - Threats

- *Aging infrastructure (+19)*
- *Truck size and weight – 33' trailers specifically (+16)*
- *Uncertainty (+8)*
- *Uncertainty renewal 45G (+7)*
- *Regulatory issues – PTC (+7)*
- *Passenger rail – lower performance of freight rail (+7)*
- *Reduced funding (+6)*
- *Passenger rail discussion clouds freight rail discussion (+5)*
- *Reregulation/open access (+5)*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

2016 IOWA RAIL PLAN



as of 10/15/2015

- *Iowa surrounded by other production states – limited capacity = limited growth (+4)*
- *Better infrastructure needs (+4)*
- *Limited capacity = limited growth (+3)*
- *Perception of passenger rail (+3)*
- *Crude oil transportation through small communities (+3)*
- *Communities not supportive of rail (+2)*
- *PTC timeline compliance (+1)*
- *Labor issues and strikes (+1)*
- *Environmental effect on expansion (+1)*
- *Weather (+1)*
- *Lobby between different modes (+1)*
- *Reinvestment in rail bank inventory (+1)*
- *Competition (+1)*
- *Proximity to existing sites (+1)*
- *Low gas prices (+1)*
- *Pressures from urban development – rail yards (+1)*
- *Risk of terrorism*
- *Regional competitiveness*
- *Abandonment*
- *Decrease in current priority commodities*
- *Disruptions – loss in customers*
- *Too many intermodal facilities = inefficiency*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

## Appendix F: Focus Group Reports



# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Below are the lists created by each focus group.



## FOCUS GROUP: PASSENGER RAIL #1

- *Level of investment*
- *Right projects*
- *How many people ride*
- *Opinion: should invest (biased) – Kelli*
- *Regional railroad: Chicago – Iowa City*
- *Passenger rail is good. Needs dedicated lines*
- *Constraint of freight and passenger system*
  - o *Potential to decrease highway volume*
    - *Safety on highway system*
- *Competing modes & cost of modes*
- *Serves elderly populations*
- *Student population connection to Chicago*
- *Require major subsidies*
- *Balance transportation needs*
- *How to build demand?*
- *Passenger rail provides options*
- *Dubuque & Iowa City connections make most sense*
- *Need to travel to Iowa City is substantial*
- *Local municipal partnerships are strong*
- *Constraints are too large*
- *Need dedicated track*
- *Good if neutral impacts to freight*
- *Removes congestion off interstate*
- *Need to ensure competitive of driving*
- *Public sees the benefit*
- *Incentives, low cost option*
- *Good business sense*
- *Not enough awareness*
- *No competition for service*
- *Not as convenient/cost effective in comparison*
- *Doesn't stop at the station*
- *Multimodal station planning needed*
- *Education about subsidies*
- *Promoted CREATE*
- *Support congestion solutions in Chicago*
- *Education on what it is & benefits*
- *Public – private partnerships funding*
- *Primary audience to be the public*
- *What you can do better*
- *Hard to mix passenger with freight service*
- *High cost of maintenance after established*
- *Rails will always be highly subsidized, hard to cover cost of operation*
- *Many demographics, need to look at other modes*
- *True cost of passenger rail do not equal true cost of other transportation*
- *Passenger takes priority over state when combined*
- *Other countries trying to get cars off road*
  - o *Higher taxes, etc.*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- Congestion may force cars off road
- Need to invest to keep Iowa competitive
- Prioritize investment in future technology
  - o At the expense of what we're doing now
- Autonomous vehicles are safer & more efficient
  - o Eliminate crashes, eliminate congestion
- Leader in the creativity market
- No demand because of low population, need appeal
- Today's cost, not enough incentive to use train
- Invest in improvements to make more reliable
- Could provide economic development for station communities
- Need to convince it is sustainable & cost effective
- Ridership/dollar of different modes of transportation
- Not enough room for additional infrastructure
- Good out of state, doesn't work in state
  - o Doesn't go where you need to go
  - o Cities not big enough
  - o No frequency
- Will lose competitive advantage without intercity support
- Not a priority now
- Solving a problem with a problem
- No need because scattered cities, not a long a line
- Will Iowa interstate give up right of way?
- Voters and politicians should decide what level of investment
- Confusion with freight rail, passenger rail, etc.
  - o All are connected, find distinctions
- Invest in freight first, passenger second or third because of political climate
- Would you pay full price ticket if not subsidized?
- Need high speed rail to and from big cities
- Would have economic impact in Iowa
  - o Show what Iowa has to offer
- Useful for entertainment and day trips
- Creates jobs and develops economy
- How do we balance freight & rail and keep both systems competitive?
- How do we pay for this in the midst of our other transportation needs?
- Do we have the population to support this?
- We need to offer transportation alternatives

## **FOCUS GROUP: SAFETY AND SECURITY OF HIGHWAY/RAIL OPERATIONS #2**

- Current state of freight in Iowa
  - o Very good compared to other states
  - o More crossings
  - o Truck lanes?
  - o Tax credits 45G continue
    - Tax increase is good
  - o Technology to notify is good (light boards)
- Hazmat response on training and awareness
  - o Rarely happen (incidents)
  - o Community concern

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- Railcars safer from 90's to today
- Build around risk
- Preparedness – Yankton, SD ethanol derailment, risk is always there
- Don't think cities have enough info or resources on hazmat derailments
  - Most first responders are volunteers
- Training (Union Pacific sends trainers)
  - Local FD always looking for training
  - Main issues for first responders was not having enough wather
    - Know resources needed
  - Union Pacific has 3 hazmat specialists across state
  - Want whole rail system to be safe
  - Rail has advantage, drivers for trucks have to have qualifications
- Locals aren't trained, not enough manpower
- Quad Cities have enough training and manpower, large impact, evacuation plan is high level
  - Security, has terrorism task force
- Railcars have lower incidents
  - Amount of oil has increased over last 10 years

## - Grade crossings

- Multitude
- Which should be closed?
- Who pays?
- Pay to close crossings (increase money for intercity)
- Identify priorities
  - Signal system = increased priority
  - Public complaints call IA DOT
- Contact city engineers
- List all crossings and talk about highest traffic congestion or concern
- DOT can't say there is a specific crossing that is unsafe enough to deal with
- Small amount of crossings
- Maintenance issue
- Way too many crossings
- Offered \$1 million to closed crossings, local governments turned it down
  - They say people use it
- Quad Cities (Iowa side) industry working adjacent to river, trains stopped more than 10 minutes
  - People can't get to work

## TS&W

- Not a huge issue other than cost of maintenance
- Twin 33 trailers (sometimes 3)
  - Issue for drivers
  - Against increasing TS&W = FedEx, UPS
- Crossings ripped out because of heavy loads
- Larger trucks do more damage to pavement – especially if overweight
- Railroad pays for own infrastructure
  - Taxing rail for roads communities don't use
- Intimidating for small vehicles
- Newer driver have increased chance of texting and driving
- Larger is better on non-interstate, west central able to eliminate a truck
- Truckers are taking advantage of public roads, not paying fees, taking away from railroads
- Some movements would not be on rail, truck only
- Good for efficiency

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- *Economy*
  - *Highway is safer with lower TS&W*
  - *Change in agriculture, more industrialized (can't handle trucks) roads & bridges*
  - *If infrastructure can't handle it, do we need to transform into smaller?*
  - *DOT only looks at damage on semi's, not cars*
  - *Heavy trucks, last mile is in local areas*
  - *One 80,000 pound truck does same damage as 5,000 Toyota Corollas*
  - *Truckers like heavier loads, loading and unloading is more difficult*
  - *Can't force one method or another, but can subsidize to encourage*
  - *Safety compared to railroad*
  - *Truckers accept larger weight loads*
  - *Raising truck load size will take from rail road*
  - *Hard on bridges and interstate – roads in general*
  - *Cost*
- *Safety hazards*
  - *Education and awareness*
  - *Security*
    - *Feel safe (isn't on radar for project)*
    - *Iowa falls isn't an issue*
  - *Not a lot of problems with big trucks*
  - *Too big of weight jump (80 – 91)*
  - *Truck improvements, bigger tires and axles*
  - *91 cost benefit advantages for highways, not truckers*
    - *20,000 on one axle*
  - *Damage on pavement, need more funds for infrastructure (who's going to pay for it?)*
  - *Operation LifeSaver keeps people from being killed in rail accidents*
  - *Trespassing (senior pictures on railroads)*
  - *Driving around gates*
  - *Educate!*
  - *The larger well trained areas are hours away*
- *Rail investment*
  - *Accessed funding from Iowa DOT = beneficial*
  - *Want more funding*
- *Local crossings*
  - *Rivers?*
  - *Terrorists*
- *Truck parking*
  - *Not feasible to park all trucks*
  - *Truck driver hours*
    - *Lowest level acceptable, is that the best level?*
  - *Self-driving vehicles? What kind of infrastructure would be needed?*
  - *Dedicated freight liner that would be automated, California can't afford Convert to rail, less trucks*
  - *Driver hour caps*
  - *Trucks want facilities*
- *Number one rail problems*
  - *Unmanaged crossings*
  - *Obstructions to buildings/industries*
  - *Signage*
  - *Participation to close crossings (too many)*
- *Railroad inspections*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- Number of inspectors
- No collapse in 34 years
- Annual inspections, spot inspections, etc.
- No want to hire more
- Number not an issue
- Awareness and training
  - Not good for locals (DMT)
  - Money needs to be increased (invest)
  - Local Police and Fire Departments need the training
    - Secure scene
    - Get water
    - Stay upwind
  - ADM knows they're in a citizen's task force, doesn't know what they do

## **FOCUS GROUP: ECONOMIC AND WORKFORCE DEVELOPMENT #3**

- Transportation is critical for economic development
- Efficiency
  - Reducing time
  - Improving infrastructure
  - Access to transload facilities
  - Goods need to efficiently move from point a – b
  - Cost
  - Time reduction to reduce cost
  - Reliability
  - Reducing stopping points
  - Full loads with back hauls most efficient
  - Availability of rail cars
- Workforce development
  - Lack of drivers and warehouse workers
- What needs funding?
  - Locks & dams
  - Rural roads and bridges
  - Short line can drive economic development
  - Grade separation – Road conditions
  - Overpass/underpass
  - Improve interconnectivity of rail
  - Bridges; invest in technology for condition monitoring; swing bridges outdated
  - Education of economies of intermodal facilities
  - Highway improvement
  - Water way expansion
  - House transload facilities
- Class 1 view
  - Combination of Class 2 and 3
- What's needed?
  - Money
  - Focusing on priorities
  - North/South transport not as efficient as East/West on all modes of transportation
  - Need sufficient volumes
  - Carload transits; warehouses
  - Waterway barge associations
  - Focus on rail

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- *Role of transportation*
  - o *Can't work without it*
  - o *Can't have industry*
  - o *Existing infrastructure builds opportunity*
- *How competitive is Iowa's system?*
  - o *Plan to expand current shipping*
- *Hurdles*
  - o *Old system/worn out; Hasn't been updated*
  - o *Difficult to move goods to the Southeastern United States from Iowa*
  - o *What rail connections you have available*
  - o *Shipper education – lack of awareness; Rail is an after thought*
  - o *Short lines can be an engine for economic development*
  - o *Rural bridge condition*
  - o *Worker availability*
  - o *Qualified drivers*
  - o *Location*
  - o *No major hub*
  - o *Training*
- *Funding allocation*
  - o *Partnering with economic development*
  - o *Education toward students about rail jobs*
- *Iowa transport system*
  - o *Better rail network system*
  - o *No major issues*
  - o *Possibly introduce barges down Missouri River*
- *Opportunities*
  - o *Transload centers*
  - o *Intermodal facility*
- *Industry trends*
  - o *Wasting money on intermodal facilities*
  - o *No incentive to favor Iowa*
  - o *Innovation in driverless cars*
  - o *Energy trends; negative impact on coal*
  - o *Product diversification*
- *Panama Canal*
  - o *Allow goods to move easier*
- *Issues of transportation*
  - o *International competition*
  - o *Rail car availability*
  - o *Bridge infrastructure deficiency*
- *Improvements*
  - o *Greater efficiency*
  - o *Strategic road improvements in supply chain*
  - o *Paving gravel roads; allow semi's to travel*
  - o *Accessibility; speed up flow*
  - o *Consolidation of facilities, more facilitates*
  - o *Infrastructure development*
- *Transportation modes*
  - o *Competition*
  - o *Need for volume makes it less competitive*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- Time vs. cost
- Misc.
  - Consider agricultural producers
  - Railcar is favored
  - Larger dimensions

## FOCUS GROUP: MULTIMODAL FREIGHT NETWORKS #4

- Strengths
  - Globalization
  - IA is doing a great job anticipating truck traffic
    - Creates fluid highway conditions
  - Moline airport
  - Network for trucks
- Weakness
  - Road system conditions
  - Coverage of major roads (I80/I35 are the only main)
  - Railroad coverage in smaller cities/towns
  - Focus on all commercial airports for freight rather than in just metro areas
  - Low grade and rural roads
  - Lock and dam structure and speed
  - River shuts down 3 months of the year
- Efficiency
  - Cheaper to transport than other countries
    - Lack of equipment/shipping containers along rivers
      - Intermodal facilities in Des Moines would help
  - Bottleneck analysis
  - River crossing capacity – highway and railroad
  - Winter road conditions
- Competitive improvements
  - Iowa needs greater connectivity
    - Between modes and between locations
    - Connections to marine ports (intermodal ports)
  - Technology advancements to make intermodal transportation more efficient
  - Consolidation of facilities to increase efficiency
  - 6 lane highway
  - Double tracking
  - Create more by-passes for metro areas
    - By-pass for transcontinental traffic

### Challenges

- Railroad
- Public policy which is friendlier to railroads
- What justifies the investment of infrastructure?
- Industry trends
  - Panama Canal
  - Renewable energies
  - Crude by rail
  - Use of CNG
  - Uniformity of containers on truck and rail... but not on air
    - Standardization of containers
  - Public/private relationships/partnerships
- Pivotal transportation issue for Iowa freight

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

2016 IOWA RAIL PLAN



as of 10/15/2015

- *Truck size and weight*
- *Driver shortage*
- *Public and private monetary support of infrastructure*
- *Facilities to connect with markets*
  - *How can IA create larger capacity to ship goods?*
- *Positive train control (PTC)*
- *Phase out TIH (chemical) fertilizer*
- *Re-authorization*
- *Regulation*
- *Political uncertainty*
- *Equipment supply*
- *Infrastructure*
- *Facilities*
- *Suggestions*
  - *Corridor focused groups to discuss needs*
    - *What companies exist to address these needs?*
    - *What funds exist to help with intermodal needs/functions?*
      - *It's hard to find facilities to move goods from mode to mode*
    - *Corridor ways to address and focus geographical needs*
- *Issues*
  - *Maintaining roads and bridges, locks and dams*
  - *Infrastructure*
  - *Equipment supply issue*
    - *Not enough vehicle/container capacity to move freight*
  - *Intermodal transportation facilities (to transfer goods mode to mode)*
  - *Not enough access points*
  - *Transit time of railroads*
- *Education on benefits of different modes*
  - *Shippers may not know about all the modes*
  - *Should have dedicated "State" people to educate shippers*
  - *Not enough communication channels to information*
  - *Shippers unaware of how modes work together*
- *DOT's role in education of shippers*
  - *Educate and assist funding when there's public benefit*
  - *Help relocate companies to Iowa based on infrastructure*
  - *Present plan for funding to legislature for private sector*
    - *DOT representing businesses to legislature*
    - *Inform legislature of issues*
  - *Prioritize needs of all business issues*
  - *Tool kits*
  - *Funding for infrastructure*
  - *LIFTS program*
  - *Connector for solutions*
    - *Site development*
  - *Providing info and connections for business*
- *Custom's process*
  - *Good*
  - *No issues*
- *Air cargo access*
  - *Insufficient*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- No access
- Pipeline sufficiency
  - Not yet
  - Ok as is
- Hurdles to address
  - Lack of focus on Class 2 and class 3 railroads
  - Commodity mix on network
  - Funding
- Incentives
  - 28G
- Connectivity between modes
  - Drive efficiency
  - Access to markets
- Transloads have 4 minimum requirements and if any one of the 4 is lacking, it is noticed and can be a huge barrier. The 4 we have identified are:
  - Infrastructure
  - Marketing
  - Throughput service
  - Critical mass
- LIFTS program is spot-on, addresses risk sharing
- Collaboration: need for shippers to collaborate to efficiently use resources & to create freight densities
- Strategic approach to locate transloads
- Data to help identify freight locations
- Four locations for new transloads

## **FOCUS GROUP: MULTIMODAL FREIGHT LINK AND CONNECTORS #5**

- LIFTS \$2.6 million October 23
  - Grant allows building ahead and allows responsiveness to customers needs
  - Encompasses more than rail
  - Infrastructure = flexibility
  - Public funding and public benefit
  - Supplement private funding to share risks
  - Helps spark development
- Source loading and transloading at port
- Overall more efficient with co-op to ship via rail to port with ocean liners that have containers
- Intermodal containers
  - Limited locations for class 1 and steam ships
- Virtual container yard
  - Placing empty containers somewhere in internal Iowa
  - Requires commercial interest
- What can IA DOT do to help?
  - Rail tool kit
  - Awareness
- Question 5: Transloads competitive advantage?
  - Hyvee struggle of cost and timing to use railroad for vendors outside of Iowa, but between coasts
  - Underutilized transloads CB, Omaha area
  - LIFTS = 2.6 million Oct 23 (test run)
  - How can we improve? Anyone who is shipping? Connectivity between modes
  - Having shippers pay attention to counties in need of rail opportunity for shippers
  - Target high volume lanes
- Consider transit times

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

- *Just in time (currently)*
- *Export 30% pork to need rail to operate efficiently*
  - o *Includes Mexico*
- *U.P. will be more fluid and will look to be more efficient*
  - o *UP crossing closures helped with efficiency*
- *Rochelle underutilized and very cheap location, competes with Chicago*
- *Oversized ag equipment opportunity for intermodal*
- *Hyvee wants intermodal in Des Moines*
- *JB Hunt largely rail*
- *ADM a lot of internal intermodal transport*
- *Barriers to operational efficiency*
- *Rail car availability = capacity*
  - o *Ag seasonal demands*
  - o *Railroads don't always have enough for specific products*
  - o *State funding for specific products*
    - *Like Washington – ideally cars are not sitting in storage but are in use outside of season*
- *Trouble from local to global access*
- *State role is getting products global*
- *State providing data in areas that need a lot of computing power (commodities for example)*
- *Efficiency is standardization*
- *Multi use rail cars*
- *Service issue with capacity*
  - o *Passenger rail competing*
- *Wage to find drivers also issue with 21 age requirement?*
  - o *Although 18 is still too young*
- *Short haul distances*
- *Larger work force*
- *Need more transloads*
- *Part of problem is capacity and part of it is operational equipment, service, knowledge*
- *A consolidator to help reach critical mass*
- *Justifying initial investment on faith is hard, starting small but allowing for room to go*
- *Memphis CN success*
- *DSM transload model*
  - o *Ownership*
  - o *Competitiveness*
  - o *Open access*
- *LIFT doesn't need to fund operator as long as business is there*
- *Transload facilities for county engineers could save money transporting gravel (for example) via rail*
- *Creston? Pella? Grundy? Indianola? Waterloo?*
- *Vermeer greater access*
- *Ottumwa is good example of transload success*
- *Using state to advocate especially for new industry*
- *LIFT – DOT listened and continued to get attention from state*
- *Corridor development, industry in that area, strategic approach, avoid competition with each other*
- *Intermodal needs more volume*
- *DSM too close to Chicago?*
- *More business creates more need*
- *Shipper cooperative*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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# Iowa Rail and Freight Plan Issues-Based Workshop Summary

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## Appendix G: Focus Group Questions

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# Iowa Rail and Freight Plan Issues-Based Workshop Summary

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## Focus Group Break Out #1: Passenger Rail

Facilitator: Theresa McClure

The need to travel throughout the region is growing, as many business and pleasure travelers see opportunities in Iowa and surrounding states. The opportunities presented by a Midwest intercity passenger rail system have been part of Iowa's transportation plans since 1996.

To date, Iowa DOT has completed in-depth studies of the entire corridor from Chicago to Council Bluffs-Omaha. The study determined that intercity passenger rail from Chicago across Iowa is a good idea for a number of reasons.

Extending the Chicago to Quad Cities route to Iowa City is the first critical step toward expanding intercity passenger rail in Iowa. Although Iowa lacks sufficient state/local match for full implementation at this time, preliminary engineering and detailed environmental studies (Tier II NEPA) are under way to prepare for future construction and position the project for future funding opportunities.

### Issue Questions

- *To what level of investment should Iowa DOT focus on improving passenger rail in the state of Iowa?*
- *Are the corridors currently under analysis still the right areas of investment today? Should other corridors be prioritized?*
- *If Iowa DOT continues to focus on improving passenger rail in the state of Iowa, who would be the primary audience to educate on the need for improved service?*
- *Should public-private partnerships be identified to support funding needs?*
- *How should passenger rail service be coordinated with other multi-modal transportation options in the state?*
- *To what level should Iowa DOT focus on improving coordination with passenger and freight rail operators to ensure both freight and rail operations are both optimized?*
- *Where are the biggest opportunities to capitalize on investments in the freight and rail system that will maximize benefits to the entire system?*
- *What focus should Iowa DOT put on improving and maintaining the existing passenger rail service through the state of Iowa?*
- *Are there enough incentives to encourage passenger rail as a source of transportation?*
- *What are the biggest strengths of the current long-distance passenger rail routes? (The long-distance routes currently include stops in Fort Madison on the Southwest Chief and stops in Burlington, Mount Pleasant, Ottumwa, Osceola, Creston, and Omaha on the California Zephyr.)*
- *What are the biggest weaknesses of current long-distance passenger rail routes? (The long-distance routes currently include stops in Fort Madison on the Southwest Chief and stops in Burlington, Mount Pleasant, Ottumwa, Osceola, Creston, and Omaha on the California Zephyr.)*
- *Is there enough education about passenger rail, its access points, and the viability of it as a transportation mode?*
- *Have promotions and advertisements regarding passenger rail use been effectively deployed in today's digital age?*



as of 10/15/2015

## Focus Group Break Out #2: Safety and Security of Highway/Rail Operations

Facilitator: Kevin Keller

### Highway Safety

Truck safety has improved measurably over the past decade. Since 2001, the number of truck crashes, and truck crash-related fatalities and injuries have dropped sharply. From 2001 to 2011, the number of truck crashes dropped 33 percent, outpacing the safety improvements of other vehicles. In this same period, the number of truck-involved fatalities fell 28 percent and the number of truck-involved injuries fell 39 percent. The primary causes in crashes where the truck driver is at fault are driver fatigue, excessive speed, unfamiliarity with the areas traveled, equipment failure, and weather conditions. However, according to recent FHWA data, a passenger car driver is three times as likely to contribute to a fatal crash as was the truck driver's behavior. Trucks can weigh up to 30 times more than passenger vehicles and require more stopping distance, especially when loaded. They also cannot be steered as easily as cars. When involved in a collision with a passenger vehicle, the size and weight of large trucks increases the severity of the damage. Although fatal crash rates for large trucks have fallen (by 77 percent from 1975 to 2009, compared to 64 percent for cars over the same period), truck crashes are more likely to result in severe injuries or fatalities than those involving only cars.

### Driver Shortages

The Federal Highway Administration (FHWA) has predicted a 92.5 percent growth in freight demand from 2002-2035. Because of this anticipated growth, demand for all commercial freight modes (truck, ship, air, and rail) will increase, with the expectation that trucking will continue to have the dominant share of the activity. In the US, the average age of a commercial truck driver is 55. Currently, it is estimated that there are 30,000 unfilled truck driving jobs, and these numbers are continuing to climb. As the economy improves, the driver shortage is likely to be more acute and safety is likely to become a larger issue until new drivers develop the necessary experience and skills. Also, according to a January 2013 Journal of Commerce article, the annualized driver turnover rate for large carriers has been above 90 percent. That means a carrier with 200 drivers would hire 180 drivers over the course of the year, sometimes filling the same seat several times.

### Truck Parking

It has long been acknowledged that a shortage exists of adequate and safe parking for commercial motor vehicle operators at the state and national levels. The demand for commercial vehicle parking far exceeds capacity. As originally conceived, public rest areas were to serve as temporary rest areas and short-term safety breaks for the traveling public. As the trucking industry expanded, these rest areas began to serve as long-term, overnight parking for long-haul commercial vehicle operators, thereby contributing to overcrowding at rest areas. As reported in the National Transportation Research Board National Cooperative Highway Research Program (NCHRP), Synthesis 317: Dealing with Truck Parking Demands (2003), "most parking supply is located in commercial truck parking lots and plazas, and the overcrowding problem (is) concentrated in public rest areas." Factors contributing to the commercial vehicle parking issue include poor geometric design of facilities and access; lack of information at the location on space availability, including amenities; and lack of security. Limits on stays in public facilities and parking space shortages leave truckers with few alternatives. MAP-21 does not include a formal truck parking program; however, it does make truck parking projects eligible for funding under the National Highway Performance Program, the Surface Transportation Program and the Highway Safety Improvement Program.

### Increased Truck Size and Weight

Iowa follows federal law by placing weight limits on trucks in order to protect pavement and bridges from damage and excessive wear and tear. Truck weight is also a major factor in the severity of truck-passenger vehicle incidents. Simply put, the heavier the vehicle, the worse the damage. Heavier trucks, and trucks carrying loads in excess of maximum weight limits can be more difficult for the driver to control because they require increased stopping distance; have an increased potential to roll due to a higher center of gravity; and attain higher speeds when traveling downhill, decreasing steering capability. Iowa DOT often receives requests to increase truck (or axle) weight limits or to implement programs that would collect additional fees for compensation of overweight loads. There are several reasons for these requests. Hauling larger loads with fewer trucks can help some industries reduce transportation costs and increase efficiency. Competition and changing market conditions puts pressure on freight-dependent industries to lower costs, to provide greater efficiencies and to increase service quality. The U.S. Department of Transportation recently completed a comprehensive examination of issues surrounding current Federal truck size and weight (TS&W) limits and potential impacts of changes to those limits. Safety has been one of the issues of greatest concern in previous TS&W studies, yet it is difficult to quantify many safety impacts.

# Iowa Rail and Freight Plan Issues-Based Workshop Summary



as of 10/15/2015



## Highway-railroad Grade Crossing Safety

Highway-railroad grade crossings are not wholly the responsibility of either the private railroad companies or highway authorities. Since crossings occur where the two modes of travel intersect, it is a shared responsibility. Iowa's current practices to address safety and security of rail operations are based on a four-point strategy summarized as:

- **Education:** The state maintains a working relationship with Iowa Operation Lifesaver. This organization exists to increase public awareness of grade crossing traffic laws and hazards.
- **Enforcement:** Laws pertaining to highway-railroad grade crossings and trespassing are a key component of discouraging unsafe behavior. Educational programs for the public, as well as enforcement officers and the courts, regarding the possible consequences of breaking these laws help reduce the number of violators.
- **Engineering:** Maintenance and physical improvements to the crossings and highways are vital to the safety of the traveling public.
- **Funding Programs:** Programs in place to provide the grants to implement physical and system improvements along the rail network. The state identifies and prioritizes most highway crossing safety grant applications based on portions of the Iowa Benefit-Cost ratio.

Funding has been legislatively allocated from the Road Use Tax Fund since 1961 to address the highway system's responsibility for crossings, but the annual amounts have not increased since the 1980's. However since that time, rail miles have decreased, rail tonnage has dramatically increased, and highway traffic has risen. In other words, trains are longer and heavier, crossings are more heavily traveled by both trains and motor vehicles, crossing surfaces are subject to more wear and tear and crossings represent a far greater safety concern due to the higher potential for vehicle/train interactions at crossings.

	1985	2013	Percentage Change
<b>Rail miles in Iowa</b>	4682	3850	18% fewer miles
<b>Rail movements</b>	127 million tons	352 million tons	177% increase in tonnage
<b>Vehicle miles traveled</b>	20 million miles	31.5 million miles	57.5% increase in miles traveled

## Railroad Inspection

The Federal Railroad Administration has responsibility for safety and inspection on the bulk of the national rail system. Federal inspectors enforce safety regulations in five disciplines – track, signal, operating practices, equipment/mechanical, and hazardous materials. The Iowa DOT participates in a federal program that supplements the federal inspection program with two track inspectors that have the same authority as the federal inspectors. Their responsibilities include inspecting all track in the state at least annually, and have the authority to focus inspections on other areas where a need is shown or anticipated.

## Security

Security is an important consideration in the transportation planning process, and has received heightened attention since the terrorist attacks of Sept. 11, 2001. Security should not be thought of only in terms of criminal or terrorist attacks, but also vulnerability to natural and manmade incidents, such as floods, tornadoes, and hazardous materials spills. In Iowa, recent flooding and winter weather events have dramatically impacted both rural and urban transportation systems, requiring adjustments to response policies and procedures. All modes of transportation are vulnerable to disruption due to natural or manmade incidents. The Iowa DOT partners with agencies at all levels of government, as well as private firms, to implement security initiatives.

## Issue Questions

### General safety

- *From your perspective, how do you rank the safety of the freight system in your community, near your home, and or near your business?*
- *What improvements could increase safety in these areas?*
- *Does the freight safety affect your business or quality of life? If so, how?*
- *What freight safety improvements are needed in Iowa? Why are these areas important?*
- *Do you have concerns about the volume of oversized/overweight loads on roadways? If so, please share*

### Highway-railroad crossing safety, including crossing improvements

- *Are highway-railroad grade crossings in your community safe? Are there any problematic crossings that need to be addressed? If so, which ones.*

# Iowa Rail and Freight Plan Issues-Based Workshop Summary

2016 IOWA RAIL PLAN



as of 10/15/2015

## Hazardous materials shipments

- Do you ship hazardous materials which require placarding? If so, explain.
- Does the shipment of hazardous materials affect you and/or your company? If so, how?
- What improvements could decrease potential risks associated with shipping hazardous materials?
- Are there high levels of concern for hazardous material shipping, or are existing procedures more than adequate to mitigate negative effects of shipping hazardous materials?
- Do you have an internal safety and compliance division or do you outsource this responsibility? If so, explain.

## Rail accidents/incidents not at crossings, like a trespassing pedestrian crossing the mainline, or a derailment

- Do you have concerns about trespassing pedestrians crossing mainlines? If so, please share.
- Do you have concerns about derailments due to poor track conditions, faulty equipment, or any other cause? If so, please share.

## Safety education

- Are you aware of Operation Life Saver and other educational resources available to you? What other education is needed?

## Security

- Do you have concerns about rail and/or freight terrorism and how to prevent it? If so, please share.
- Do you have concerns about the freight infrastructure's vulnerability to natural disasters, such as flooding and/or climate change?

## Rail investment

- Do you have access or have you attempted to utilize Iowa DOT funded or facilitated rail safety programs? What is the effectiveness of these programs?
- Should the Iowa DOT explore alternative funding options to improve rail crossings?
- Should Iowa DOT lead the initiative to implement, operate, and add improved rail safety technology to the rail system? Are there other agencies that need to be involved? Are there alternative funding sources for this technology?

## Focus Group Break Out #3: Economic and Workforce Development

Facilitator: Jara Sturdivant-Wilson

Throughout Iowa's history, economic growth has occurred along thoroughfares of all forms, from our rivers to our railroads and highways. While, on the surface, the relationship between transportation improvements and economic growth seems rather straightforward, many professionals and academics would argue that it is not yet fully understood. Regardless, it is critical that the potential economic impacts of transportation projects are considered during the planning process. Within the Iowa DOT, the importance of this consideration is manifested in a number of ways. The Five Year Program, for example, identifies several transportation policies, the first of which is to promote a system that maximizes economic benefits for Iowa. As part of the programming process, economic development impacts are considered as candidate projects are identified and evaluated. In addition, the Revitalize Iowa's Sound Economy (RISE) Program has funded highway projects that have supported the creation of nearly 54,000 jobs over the program's 26-year existence and the Railroad Revolving Loan and Grant program supports rail economic development projects. The Linking Iowa's Freight Transportation System (LIFTS) program is a new grant funding opportunity to improve Iowa's freight transportation system. The LIFTS program grant funding is not limited to a particular mode of transportation, but is designed to assist projects that contribute to effective and efficient freight transportation. Project eligibility is far ranging. Iowa is not alone in these efforts, as many state transportation agencies support economic vitality through various policies and programs. This support can be provided indirectly through policies that recognize economic development as a consideration in funding decisions, or it can be provided more directly through dedicated funding sources for economic development projects.

- *How efficient is the overall transportation system in Iowa? What improvements would help increase efficiency?*
- *How competitive are the transportation modes in Iowa? What improvements would make Iowa more competitive?*
- *What are the current hurdles in the transportation system that may block future economic development?*
- *What industry developments and trends, both within Iowa and beyond, are most important for decisions related to the rail and freight transportation system?*
- *Looking to the future, what one element, or combination of elements of the freight and rail transportation system requires the most attention to support the growth of the Iowa economy?*
- *In what ways will the planned expansion of the Panama Canal affect Iowa?*
  - *Should Iowa DOT be prepared to make changes in the rail and freight system that adapt to the changes the Panama Canal will have on the transport of goods?*
- *Should Iowa DOT funding be targeted at increasing access to barge facilities along the Missouri and Mississippi rivers?*
  - *Why? Why not?*
- *Should Iowa DOT funding be targeted at increasing the number/access to transloading/intermodal facilities throughout Iowa? Why? Why not?*
- *Assuming adequate federal, state, or public private partnership funding, what freight and rail projects should Iowa DOT prioritize to have the biggest impact on Iowa's economic competitiveness? What potential impacts are there if these improvements are not made?*
- *Are there federal and state transportation regulations that are a hindrance or obstacle to economic competitiveness in the state? If so, describe.*

## Focus Group Break Out #4: Multimodal Freight Networks

Facilitator: Justin Fox

The State of Iowa, as a producer state, demands the efficient movement of freight. There is a growing need for adequate infrastructure to move freight safely, securely and efficiently. Like other states, freight in Iowa is moved a number of ways. The majority of freight is moved by truck and rail, both of which have experienced steady growth over the past two decades. Iowa's freight is also moved via air and water. Further, over the past 20 years, air cargo movements have remained stable, as trucking has been integrated into delivery systems. Although air cargo represents only a small portion of total freight movement, total ton-miles have doubled since the 1980s. Iowa's two major waterways, the Mississippi and Missouri rivers, move primarily grain and other bulk commodities to and from Iowa and provide access to the extensive network of inland waterways in the United States. Located along these rivers are 60 barge terminals, which transfer bulk commodities between barge, rail, and truck.

In addition, railroads are a vital part of Iowa's overall transportation system, helping to move both freight and passengers safely and efficiently. Railroads are absolutely critical for some Iowa freight commodities, including corn, soybeans, chemicals, motor vehicles and other equipment, wood and paper products, minerals and ores, coal, and biofuels.

Passenger rail can play a critical role in helping to address the ongoing challenges of unstable energy prices, higher levels of greenhouse gas emissions and the growing mobility needs of Iowans. Without efficient railroad transportation, Iowa's economy would suffer. Maintaining and improving railroad service in Iowa requires a proactive partnership between a number of organizations, including private rail carriers, rail shippers, passengers, the Iowa DOT, other state and federal agencies, and local governments

- *Different industries will have different modal needs (truck, rail, water, air). Currently, what are the strengths and weaknesses in these modal systems in Iowa?*
- *How efficient is the overall transportation system in Iowa? What improvements would help increase efficiency?*
- *How competitive are the transportation modes in Iowa? What improvements would make Iowa more competitive?*
- *What are the current hurdles in each transportation mode that need to be addressed in the state?*
- *What industry developments and trends, both within Iowa and beyond, are most important for decisions related to the rail and freight transportation system?*
- *What are the most pivotal transportation issues for freight shipping in the state?*
- *Are there enough incentives to utilize all modes as a viable transportation and freight options? Are there specific disincentives for using certain modes?*
- *Is there enough education regarding all modes of transportation, and the benefits it provides for freight shipments?*
- *What should Iowa DOT's role be in developing, facilitating, and funding freight and rail improvements in the state?*
- *Is there a sufficient pipeline network in the state?*
- *Is there sufficient access to air cargo terminals in the state?*
- *Is the customs process timely and predictable?*

## Focus Group Break Out #5: Multimodal Freight Links and Connectors

Facilitator: Libby Ogard

A majority of the movements by air, rail, and water are intermodal in the broadest sense. These movements usually begin or end with a truck movement for the first or final leg of a journey. These connections are critical to Iowa's competitive edge in the marketplace and take many forms, including but not limited to air freight or barge terminals, transloading facilities, cross docks, distribution centers, and intermodal container transfer facilities. Iowa DOT understands the importance of these connections, and supports rail intermodal facilities through the Railroad Revolving Loan and Grant Program. Currently, a one-time grant program called LIFTS is seeking applications for a wider range of multimodal connections.

- *Do you use domestic intermodal container service? Do you use international intermodal container service?*
- *Is Iowa's intermodal access sufficient to meet your business needs? What are the key intermodal network locations/lanes most important to your business?*
- *What are the barriers to your use of intermodal container service?*
- *Is chassis availability an issue for international container movement?*
- *Should the state establish overweight container highway corridors to facilitate international trade?*
- *What improvements are necessary to make Iowa more competitive?*
- *Is there sufficient container availability?*
- *Is there sufficient drayage capacity?*
- *Do transloading/intermodal facilities make sense to businesses in Iowa? What makes them useful? What makes them impractical?*
- *Is greater access to transloading/intermodal facilities needed? Where should they be located?*
- *Do you utilize transloading/intermodal facilities? Why or why not.*
- *What would be needed to increase transloading/intermodal facility use?*
- *Is there enough information available to help assess the costs and benefits of using a transloading/intermodal facility? Are you aware of the rail and barge transloading facility locations in Iowa?*
- *Should Iowa DOT funding be targeted at increasing the number/access to transloading/intermodal facilities throughout Iowa? Why? Why not?*
- *Should Iowa DOT funding be targeted at helping create logistics parks to encourage development where transportation assets are available?*
- *What strategies and solutions will be most effective in meeting the short and long-term needs for improving the efficiency of goods movement for Iowa region?*
- *Are the intermodal connectors between Iowa's highways, railways and ports adequate?*
- *As Iowa embarks on a container on barge pilot project, what support should Iowa DOT provide for Iowa users?*
- *Is the customs clearance process efficient and user friendly? What needs to be improved?*



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