



**Iowa Department of Transportation  
State Freight Plan and State Rail Plan  
High Leverage Stakeholder Committee Meeting #1  
Summary**

Prepared for the Iowa Department of Transportation

HDR

November 2015

# Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting Summary

2016 **IOWA RAIL PLAN**



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# Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting Summary



## Meeting Summary

### Meeting Overview

The Iowa Department of Transportation (Iowa DOT) hosted the first of three High Leverage Stakeholder Committee (HLSC) meetings to engage a specific group of stakeholders in the development of the State Freight and Rail Plans. The meeting was held on Wednesday, November 18, 2015, in Ankeny, Iowa, and consisted of two interactive exercises that focused on the following:

- *Determining the level of effort and impact of the State Freight Plan strategies and*
- *Discussing the draft goals of the State Rail Plan.*

### Outreach

Invitations were distributed to 40 recipients and several emails were sent. Table 1 summarizes the invitational outreach efforts for this meeting. See Appendix A: Meeting Invitation. The Iowa DOT followed up with invitees through phone calls.

Table 1

| Outreach     | Date       | Number of Emails Distributed |
|--------------|------------|------------------------------|
| Agenda Email | 11/13/2015 | 40                           |

### Attendees

Twenty-nine stakeholders attended the meeting including representatives from the Iowa DOT, industries related to freight and rail transportation and special interest groups. See Appendix B: Invitation Mailing and Attendee List.

### Meeting Roles and Responsibilities

The table below, Table 2, summarizes the roles and responsibilities of each team member.

Table 2

| Name                   | Responsibility                    |
|------------------------|-----------------------------------|
| Jara Sturdivant-Wilson | Floater/Facilitator/Registration  |
| Theresa McClure        | Facilitator                       |
| Kevin Keller           | Facilitator                       |
| Amanda Martin          | IADOT representative, Facilitator |
| Sam Hiscocks           | IADOT representative, Scribe      |
| Garrett Pedersen       | IADOT representative              |
| Craig Markley          | IADOT representative              |
| Kyle Barichello        | IADOT representative              |
| Diane McCauley         | IADOT representative, Scribe      |
| Phil Meraz             | IADOT representative              |
| Jeff Von Brown         | IADOT representative              |
| Laura Hutzell          | IADOT representative              |
| Phil Mescher           | IADOT representative              |
| Sam Shea               | IADOT representative              |

### Meeting Agenda and Outcomes

The meeting was held Wednesday, November 18, 2015, at the Courtyard Des Moines Ankeny located at 2405 SE Creekview Dr, Ankeny, Iowa. Registration began at 11:00 a.m.

**11:00 – 11:15 am:** Welcome, Safety Briefing, Meeting Purpose

**11:15 – 11:25 am:** State Freight Plan and State Rail Plan Background

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- 11:25 – 11:35 am: Issues Analysis Discussion and Public Involvement Update
- 11:35 – 2:00 pm: Input Exercises and Working Lunch
- 11:35 – 12:30 pm: State Freight Plan
- 12:30 – 1:00 pm: Working Lunch
- 1:00 – 2:00 pm: State Rail Plan
- 2:00 pm: Next Steps and Wrap-up

## **Welcome, State Freight Plan and State Rail Plan Background, Issues Analysis Discussion and Public Involvement Update**

The workshop included a brief introduction from HDR Consultant Theresa McClure. The introduction included background for both the State Freight Plan and State Rail Plan. The introduction also included an update on the public involvement activities to date that include the Issues-Based Workshop and online survey. After presenting the public involvement activity update, McClure introduced the input activities. Participants received a registration packet with a handout, State Freight Plan strategies and a Railroad Service map. See Appendix C: Attendee Handout Packet.

## **State Freight Plan Input Exercise**

McClure introduced the draft State Freight Plan strategies to participants. Although the participants did not have strategies to add, they offered general feedback to current draft strategies. In addition to advancing efforts on the M-35 Marine Highway Corridor (strategy #12, see Appendix D: Draft Freight Plan Strategies), participants proposed adding M-29, Sioux City/Kansas City as an additional corridor to advance efforts on. Participants indicated that including information about the Tiger Grant for strategy #13 could be appropriate. They also recommended adding additional information in the description strategy #14 leveraging information from users of the system to support advanced decision-making and incident avoidance. Participants also mentioned grade crossing mitigation and assistance to smaller railroads with technology as other strategies to consider.

After introducing each of the strategies, McClure walked the group through each of the strategies before moving into a voting technology exercise where participants identified the level of impact and effort it would take to implement each strategy. Participants voted that a majority of the draft strategies would have high effort and impact while also being a moderate priority to implement. The full voting results are located in Appendix E: Draft Freight Plan Strategy Voting Results. The full draft strategies are located in Appendix D: Draft Freight Plan Strategies.

## **State Rail Plan Input Exercises**

Participants, Iowa DOT team members and consultants participated in a working lunch while McClure introduced the State Rail Plan draft vision statement.

### **State Rail Plan draft vision**

A safe and efficient state rail system that enables the economic wellbeing of Iowans by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner.

Participants responded that this vision sets the tone and meets the needs of the State Rail Plan but needs a statement reflecting the global, far-reaching aspects of rail in Iowa that includes items for both state and regional rail. Although the Federal Railroad Administration (FRA) guidance has a regional perspective, the draft vision could be bolstered by adding emphasis on the regional aspect. In terms of sustainability, the groups were mixed on their thoughts on the term sustainable. Some recommended deleting “environmentally sustainable” as environmental sustainability is a part of everything that the State Rail Plan offers. Others recommended leaving the “environmentally sustainable” statement in the current draft vision.

This conversation continued when the participants broke into separate groups to discuss the State Rail Plan draft goals and objectives. Each group had a facilitator who led them in a discussion about the draft goals and objectives. At the end of the session, facilitators shared themes from each breakout session. After the breakout session, participants voted on the level of impact that each draft goal would have on optimizing rail operations in the state of Iowa. See the following appendices for more information:

- *Appendix F: State Rail Plan draft vision, goals and objectives breakout session results*
- *Appendix G: State Rail Plan draft vision, goals and objectives*
- *Appendix H: State Rail Plan Voting Results*

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**Next Steps**

McClure closed the meeting with a description of the next HLSC meetings.



## Appendix A: Meeting Invitation



November 13, 2015

### Meeting Details:

Wednesday, November 18  
Courtyard Des Moines Ankeny  
2405 SE Creekview Dr  
Ankeny, IA 50021  
Please park on the south or east side of the building.  
Lunch will be provided!

Thank you for your interest and participation in the High Leverage Stakeholder Committee for the Iowa State Rail and Freight Plans. At the first meeting, scheduled for Wednesday, November 18th, we are seeking your input on strategies developed for the State Freight Plan and the draft vision and goals for the State Rail Plan. For your convenience, we have outlined below the meeting agenda and provided links to materials that we will review during the meeting. If you were not able to attend the Issues-Based Workshop, please review the workshop [presentation](#) and the results portion of the [workshop summary](#) that begins on page 20.

### Agenda

- 11:00 – 11:15 am: Welcome, Safety Briefing, Meeting Purpose
- 11:15 – 11:25 am: State Freight Plan, State Rail Plan Background
- 11:25 – 11:35 am: Issues Analysis Discussion and Public Involvement Update
- 11:35 – 12:30 pm: State Freight Plan Input Exercise
- 12:30 – 1:00 pm: Working Lunch
- 1:00 – 2:00 pm: State Rail Plan Input Exercise
- 2:00 pm: Next Steps & Wrap-up

### Background Materials

- [Detailed Agenda](#)
- [Freight Rail Background](#)
- [DRAFT State Freight Plan Goals](#)
- [DRAFT State Freight Plan Strategies](#)
- [DRAFT State Freight Strategies and Goals Consistency Matrix](#)
- [Railroad Service Map](#)

We are excited to see you at our meeting!

Stuart Anderson, Director  
Planning, Programming and Modal Division

800 Lincoln Way  
Ames, IA 50010

[Opt Out](#)



## Appendix B: Invitation Mailing and Attendee List

| First Name | Last Name  | Organization                        | Attended? |
|------------|------------|-------------------------------------|-----------|
| Chandra    | Ravada     | Dubuque MPO                         | ✓         |
| Stacy      | Timperley  | Forbs                               | ✓         |
| Kelli      | O'Brien    | Union Pacific Railroad              | ✓         |
| Ron        | White      | ARTCO Fleeting Service              | ✓         |
| Jeff       | Woods      | CRANDIC                             | ✓         |
| John       | Dill       | Iowa Motor Truck Association        | ✓         |
| Steve      | Lallier    | J. B. Hunt Transport                | ✓         |
| Michael    | Heckart    | John Deere                          | ✓         |
| Michael    | Helgerson  | Metropolitan Area Planning Agency   | ✓         |
| Richard    | Grenville  | PortKC, Kansas City, MO             | ✓         |
| David      | Toyer      | Greater Burlington Partnership      | ✓         |
| Steve      | Falck      | Environmental Law and Policy Center | ✓         |
| Derrick    | James      | Amtrak                              | ✓         |
| Gena       | McCullough | Bi-State                            | ✓         |
| Greg       | Lofstedt   |                                     | ✓         |
| Greg       | Reeder     | City of Council Bluffs              | ✓         |
| Bill       | Neese      | West Central Co-Op                  | ✓         |
| Beth       | Bilyeu     | Forest City Economic Development    | ✓         |
| Ned        | Lewis      | Office of Motor Vehicle Enforcement | ✓         |
| Craig      | Markley    | Iowa DOT                            | ✓         |
| Garrett    | Pedersen   | Iowa DOT                            | ✓         |
| Amanda     | Martin     | Iowa DOT                            | ✓         |
| Sam        | Hiscocks   | Iowa DOT                            | ✓         |
| Diane      | McCauley   | Iowa DOT                            | ✓         |
| Phil       | Meraz      | Iowa DOT                            | ✓         |
| Kyle       | Barichello | Iowa DOT                            | ✓         |
| Jeff       | Von Brown  | Iowa DOT                            | ✓         |

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| First Name | Last Name | Organization | Attended? |
|------------|-----------|--------------|-----------|
| Laura      | Hutzell   | Iowa DOT     | ✓         |
| Phil       | Mescher   | Iowa DOT     | ✓         |
| Sam        | Shea      | Iowa DOT     | ✓         |

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**Appendix C: Attendee Handout Packet**



## WELCOME!

The purpose of today's meeting is to introduce you to details of the High Leverage Stakeholder Committee membership, explain your role in the development of both the State Rail and Freight Plans, provide an update on both plans, and answer questions and receive your comments.

### Today we will:

- Discuss the vision and goals for both plans;
- Provide a summary of the Issues-Based Workshop; and
- Gather input on draft strategies for the State Freight Plan and draft goals for the State Rail Plan.

## 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, freight, public planning agencies, transit operators, rail authorities, railroad and freight organizations, and passenger rail stakeholders. The 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 State Freight Plan is a way to connect all planning initiatives and allow each to move forward towards a common goal of optimal freight transportation throughout the state. In addition, the State 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 State Rail Plan in collaboration with the implementation of the State 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 State Freight Plan Overlap

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

### 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 State Freight Plan and the 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, innovation, and competition in operating and maintaining the freight transportation system.
- Use performance management and accountability in operating and maintaining the freight transportation system.
- Reduce adverse environmental and community impacts of the freight system.



Issues-Based Workshop Analysis

**STRENGTHS**

- 1. Private ownership and funding
- 2. Efficiency driven
- 3. The need to move large quantities of bulk freight
- 4. Class 2 and 3 railroad connection to community
- 5. Connection of modes

**WEAKNESSES**

- 1. Bottlenecks associated with yard capacity
- 2. No major intermodal hub
- 3. Too many grade crossings
- 4. High volume of pass-through traffic
- 5. Availability of railcars - for lease or purchase

**OPPORTUNITIES**

- 1. Expand transload and intermodal load facilities
- 2. Additional state funding for railroads
- 3. Economic development
- 4. Railroad capacity expansion
- 5. Congestion reduction on highway system

**THREATS**

- 1. Aging infrastructure
- 2. Truck size and weight - 33' trailers specifically
- 3. Uncertainty about renewal of 45G rail tax credit
- 4. Regulatory issues - Positive Train Control (PTC)
- 5. Passenger rail - lower performance of freight rail

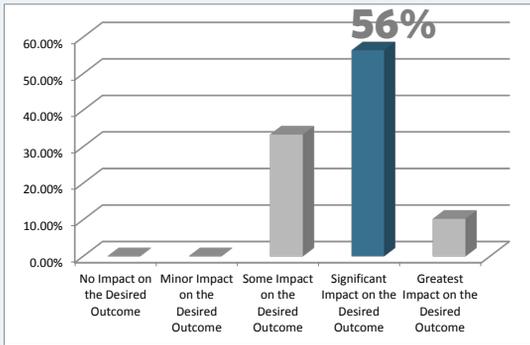
# Freight Plan - Goal Verification

Issues-Based Workshop

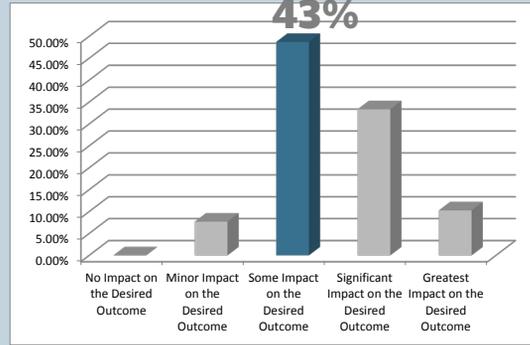
September 2015



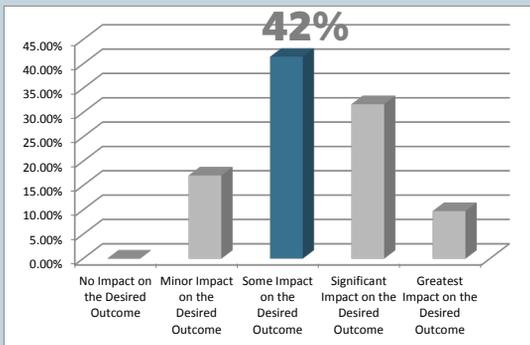
## Freight Goals & Percentage of Impact



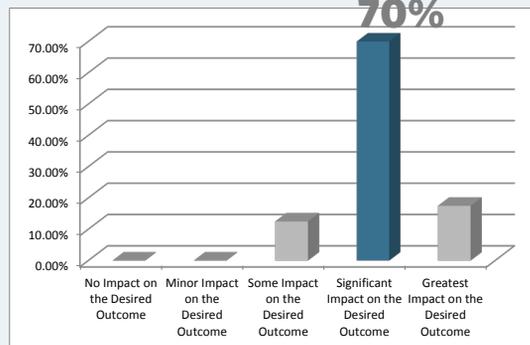
- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness



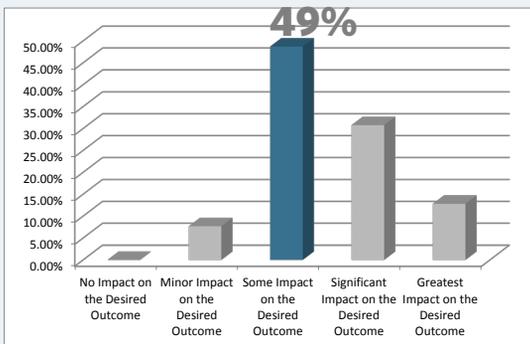
- Reduce congestion on the freight transportation system



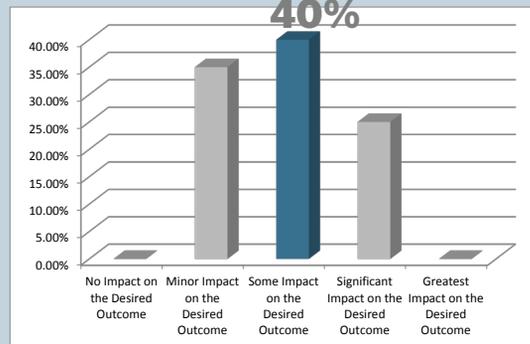
- Improve the safety, security, and resiliency of the freight transportation system



- 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

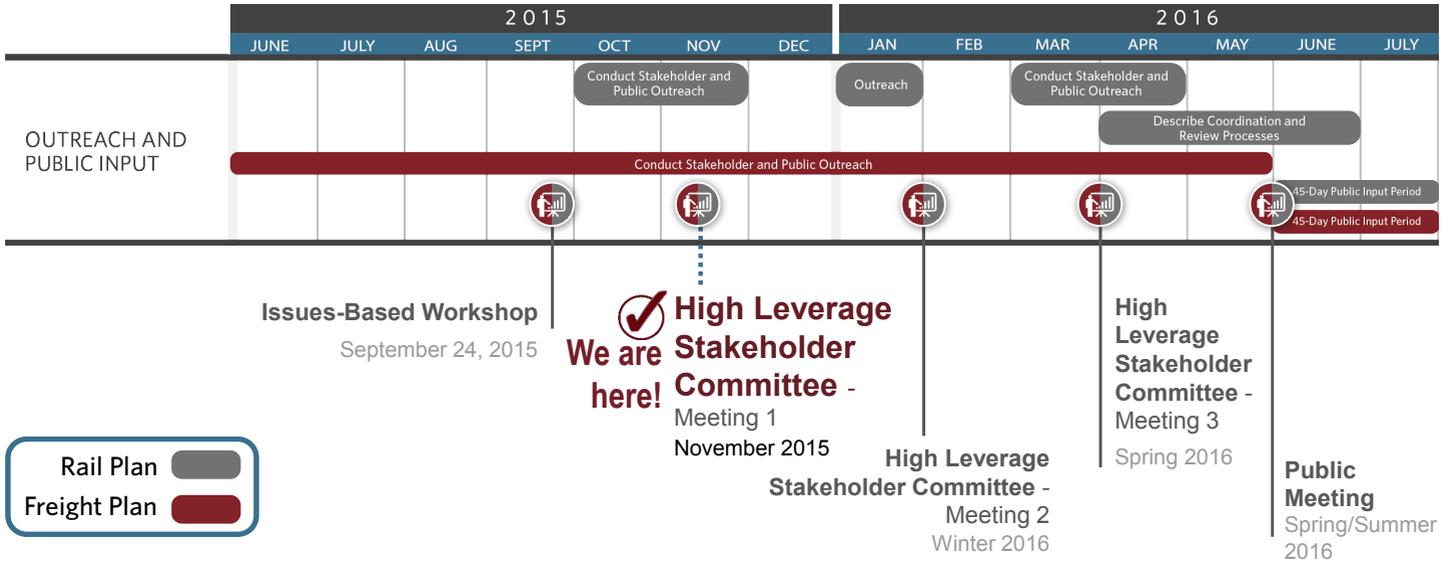


- Reduce adverse environmental and community impacts of the freight system

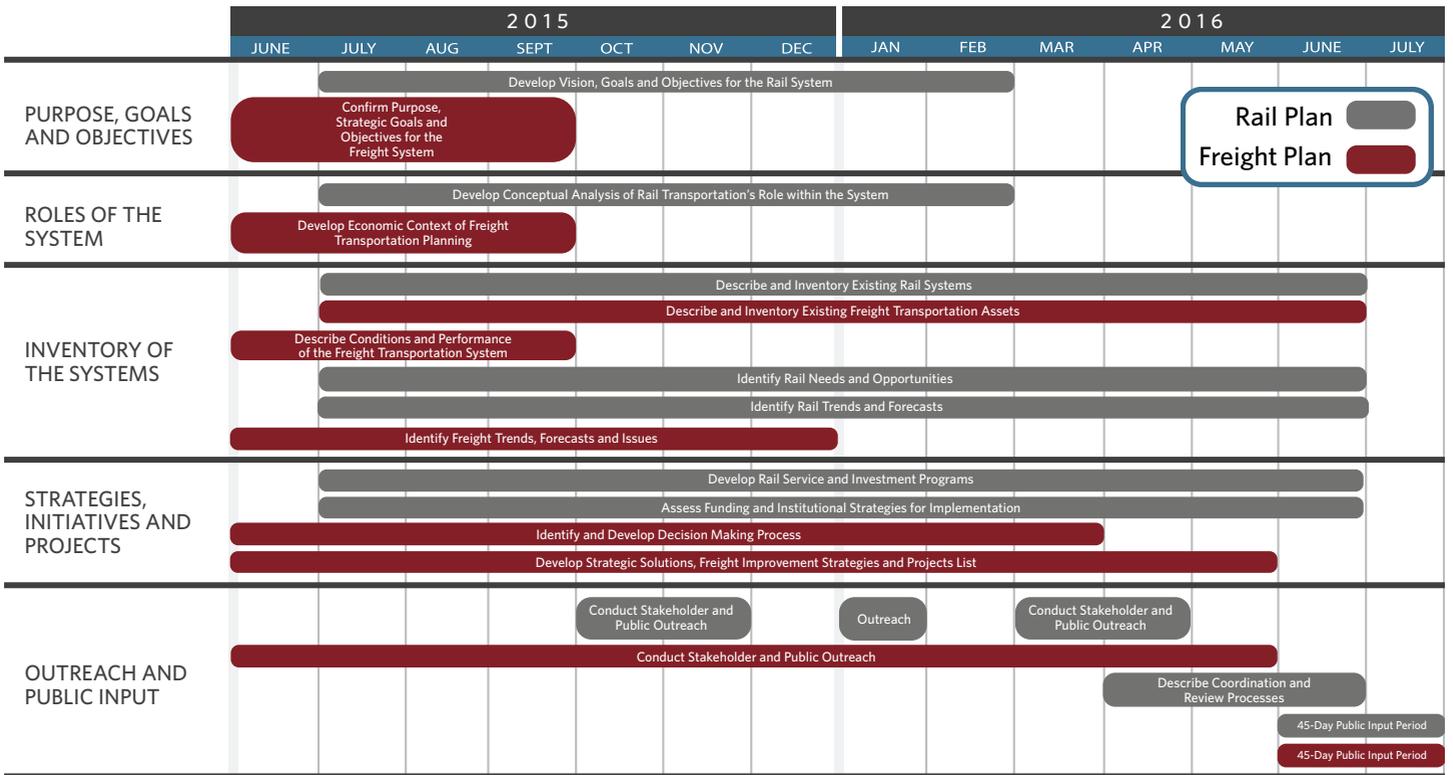
**After discussing the current goals, participants discussed additions that could be considered:**

- Adding a goal for regulatory environment
- Adding a goal that reflects regional differentiation
- Separating broad goals

# What's Next?



# What is the Schedule for the Plans?



## STAY INVOLVED

- Visit us at: <http://engagefreightrailplans.iowadot.gov>
- Email us at: [info@EngageRailFreightPlans.com](mailto:info@EngageRailFreightPlans.com)



## Survey Responses

### The State Rail Plan and State Freight Plan Survey

Online Survey

October 23, 2015 to November 11, 2015

#### Survey Themes



#### ECONOMIC WORKFORCE AND DEVELOPMENT

- The condition of infrastructure should be improved.
- Smaller railroads should be, and have support to be, more competitive.
- The connection between transportation modes should increase.
- Railroads should be included to share in improvements.
- While maintaining existing routes, expansion can also be a priority.



#### PASSENGER RAIL

- People are more likely to use passenger rail for leisure than business.
- Passenger rail should be treated equally with other transportation modes.
- The current routes should expand.
- Legislators need to be educated on the importance of passenger rail.
- There should be an increase in connection with other cities.



#### MULTIMODAL LINK

- Truck permits are easy to obtain.
- There is a need for increased funding of infrastructure.
- There is a need for more education about transportation opportunities in Iowa (future of transportation).
- There could be additional pipeline networks supported in Iowa. However, the importance of pipelines is overblown. It is only part of the answer to help with freight movement.
- Air cargo is a weak link for Iowa.
- Many businesses either use International and Domestic container transportation, or none at all. Domestic container transport is a low priority.
- Intermodal access is not sufficient.
- There are not enough containers in Iowa.
- Transloading facilities largely make sense and should be located throughout Iowa. There is not enough information available to assess whether or not transloading facilities are the solution for specific businesses.



## 2016 IOWA RAIL PLAN



#### Survey Themes



#### SAFETY AND SECURITY

- Progress has been made, but there's still some work needed to make freight transport safe.
- Rail is too loud and quiet zones need stricter enforcement.
- Vehicular accidents account for the majority of safety concerns on highways.
- Infrastructure improvements would likely lead to increase in safety.
- People are at least a little concerned about the volume of oversize/overweight trucks on the highway and believe this is one of the largest causes for road decay.
- High concern for increasing weight and size regulations.
- The majority of respondents do not ship hazardous materials.
- Respondents have some level of concern for rail/freight terrorism and do not know how to prevent it while many also have no concern about this ... not many in between.
- Iowa DOT does an excellent job of promoting safety. Respondents are generally satisfied with effectiveness of Iowa DOT.



#### MULTIMODAL NETWORKS

- Greater access to modes will reduce rates and improve connectivity.
- Some funding should be directed to barge/river transportation.
- There should be an increase in number of intermodal facilities within Iowa.
- Expanding concentration to other modes (other than just road) will increase freight transportation effectiveness, efficiency.
- Obtaining additional federal interest in the importance of assisting in Iowa infrastructure is important.

Freight Strategies and Goals Consistency Matrix

November 2015



| Iowa's Freight Improvement Strategies |   | National Freight Goals   |                   |  |                              |  |   |  |
|---------------------------------------|---|--|-------------------|--|------------------------------|--|---|--|
|                                       |   | Improve economic efficiency, productivity, and competitiveness | Reduce congestion | Improve safety, security, and resiliency | Improve state of good repair | Use advanced technology, innovation, and competition | Use performance management and accountability | Reduce adverse environmental and community impacts |
| 1                                     | Maximize the advantages inherent to Iowa's geographic proximity   | ✓  | ✓                 |  |                              | ✓  | ✓   | ✓  |
| 2                                     | Explore/create other funding sources to increase investment in the freight transportation system                                | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 3                                     | Target investment to address mobility issues that impact freight facilities   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   |  |
| 4                                     | Utilize designs that are compatible with oversize/overweight freight movements  | ✓  | ✓                 | ✓  |                              | ✓  |   | ✓  |
| 5                                     | Target investment on the interstate system at a level that reflects the importance of this system for moving freight            | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 6                                     | Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues              | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 7                                     | Advance a 21st century Farm to Market system that moves products seamlessly across road, rail, and water to global marketplaces | ✓  |                   |  | ✓                            | ✓  | ✓   |  |
| 8                                     | Implement asset management tools and practices and promote their use at the local level   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 9                                     | Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency                | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 10                                    | Optimize the availability and use of freight shipping containers  | ✓  | ✓                 |  |                              | ✓  | ✓   | ✓  |
| 11                                    | Explore opportunities for increasing value-added production within the state  | ✓  |                   |  |                              | ✓  | ✓   |  |
| 12                                    | Continue to advance efforts on the M-35 Marine Highway Corridor   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 13                                    | Provide real-time information on system conditions to support the movement of freight   | ✓  | ✓                 | ✓  |                              | ✓  | ✓   | ✓  |
| 14                                    | Leverage information from users of the system to support advanced decision-making and incident avoidance                        | ✓  | ✓                 | ✓  |                              | ✓  | ✓   | ✓  |
| 15                                    | Provide measured, clear, non-technical performance results for the freight system   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 16                                    | Streamline and align freight-related regulations and minimize unintended consequences   | ✓  |                   |  |                              | ✓  | ✓   |  |
| 17                                    | Act as a point of contact and educator on freight transportation options  | ✓  | ✓                 |  |                              | ✓  | ✓   |  |

# IOWA

## RAILROAD SERVICE MAP

Prepared by

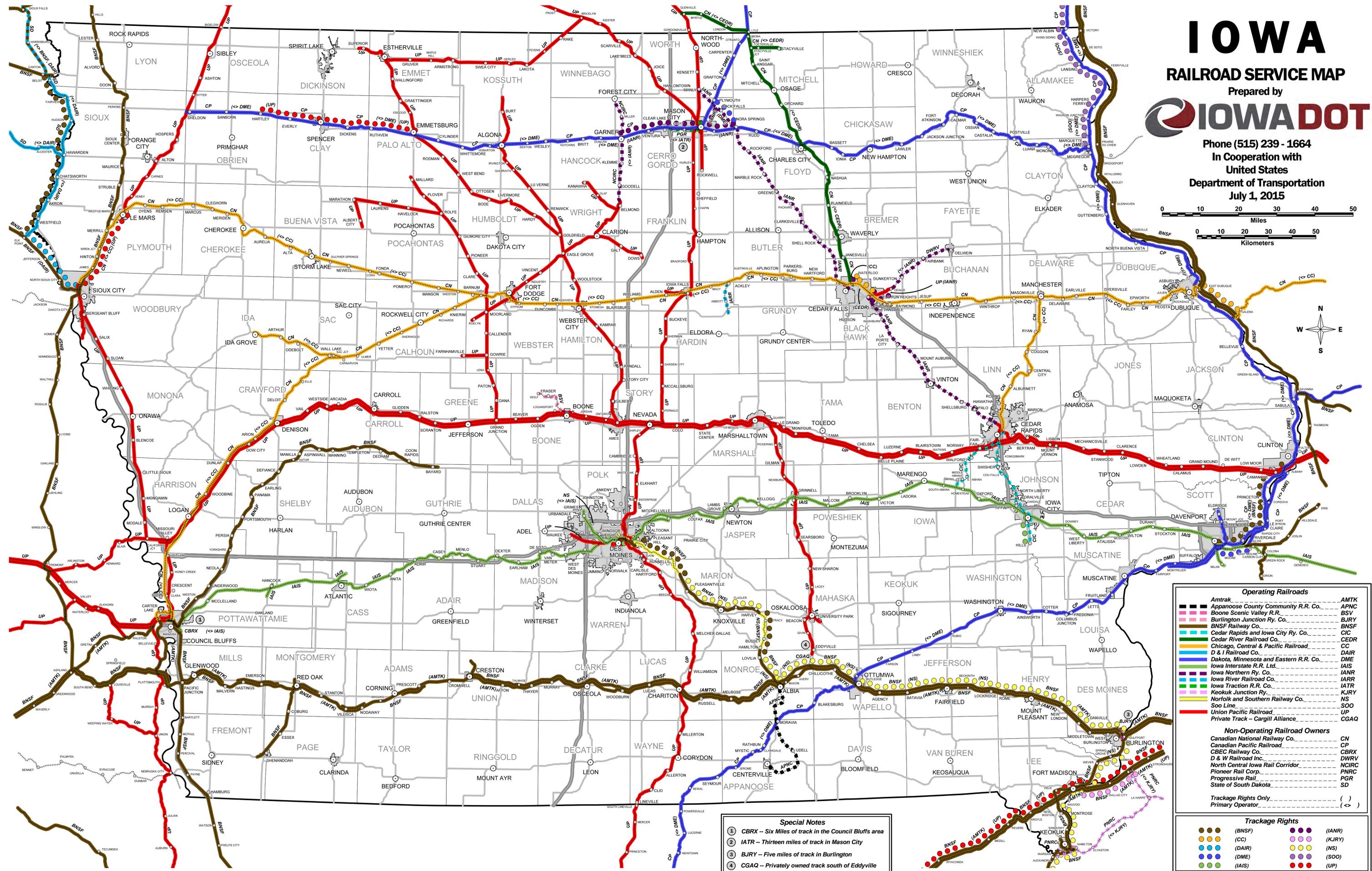
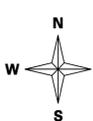
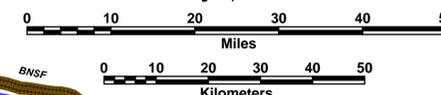


Phone (515) 239-1664

In Cooperation with  
United States

Department of Transportation

July 1, 2015



**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

| 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       |
|                     | AMTK                                   |
|                     | APNC                                   |
|                     | BSV                                    |
|                     | BJRY                                   |
|                     | BNSF                                   |
|                     | CIC                                    |
|                     | CCDR                                   |
|                     | CC                                     |
|                     | DAIR                                   |
|                     | DME                                    |
|                     | IAIS                                   |
|                     | IANR                                   |
|                     | IARR                                   |
|                     | IATR                                   |
|                     | KJRY                                   |
|                     | NS                                     |
|                     | NSO                                    |
|                     | UP                                     |
|                     | CGAQ                                   |
|                     | CN                                     |
|                     | CP                                     |
|                     | CBRX                                   |
|                     | D & W Railroad Inc.                    |
|                     | North Central Iowa Rail Corridor       |
|                     | Pioneer Rail Corp.                     |
|                     | Progressive Rail                       |
|                     | State of South Dakota                  |
|                     | SD                                     |
|                     | Trackage Rights Only                   |
|                     | Primary Operator                       |
|                     | ( )                                    |
|                     | ( < > )                                |

| Trackage Rights |        |
|-----------------|--------|
|                 | (BNSF) |
|                 | (CC)   |
|                 | (DAIR) |
|                 | (DME)  |
|                 | (IAIS) |
|                 | (IANR) |
|                 | (KJRY) |
|                 | (NS)   |
|                 | (NSO)  |
|                 | (UP)   |

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2016 **IOWA RAIL PLAN** 



**Appendix D: Draft Freight Plan Strategies**

Freight Strategies and Goals Consistency Matrix

November 2015



| Iowa's Freight Improvement Strategies |   | National Freight Goals   |                   |  |                              |  |   |  |
|---------------------------------------|---|--|-------------------|--|------------------------------|--|---|--|
|                                       |   | Improve economic efficiency, productivity, and competitiveness | Reduce congestion | Improve safety, security, and resiliency | Improve state of good repair | Use advanced technology, innovation, and competition | Use performance management and accountability | Reduce adverse environmental and community impacts |
| 1                                     | Maximize the advantages inherent to Iowa's geographic proximity   | ✓  | ✓                 |  |                              | ✓  | ✓   | ✓  |
| 2                                     | Explore/create other funding sources to increase investment in the freight transportation system                                | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 3                                     | Target investment to address mobility issues that impact freight facilities   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   |  |
| 4                                     | Utilize designs that are compatible with oversize/overweight freight movements  | ✓  | ✓                 | ✓  |                              | ✓  |   | ✓  |
| 5                                     | Target investment on the interstate system at a level that reflects the importance of this system for moving freight            | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 6                                     | Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues              | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 7                                     | Advance a 21st century Farm to Market system that moves products seamlessly across road, rail, and water to global marketplaces | ✓  |                   |  | ✓                            | ✓  | ✓   |  |
| 8                                     | Implement asset management tools and practices and promote their use at the local level   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 9                                     | Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency                | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 10                                    | Optimize the availability and use of freight shipping containers  | ✓  | ✓                 |  |                              | ✓  | ✓   | ✓  |
| 11                                    | Explore opportunities for increasing value-added production within the state  | ✓  |                   |  |                              | ✓  | ✓   |  |
| 12                                    | Continue to advance efforts on the M-35 Marine Highway Corridor   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 13                                    | Provide real-time information on system conditions to support the movement of freight   | ✓  | ✓                 | ✓  |                              | ✓  | ✓   | ✓  |
| 14                                    | Leverage information from users of the system to support advanced decision-making and incident avoidance                        | ✓  | ✓                 | ✓  |                              | ✓  | ✓   | ✓  |
| 15                                    | Provide measured, clear, non-technical performance results for the freight system   | ✓  | ✓                 | ✓  | ✓                            | ✓  | ✓   | ✓  |
| 16                                    | Streamline and align freight-related regulations and minimize unintended consequences   | ✓  |                   |  |                              | ✓  | ✓   |  |
| 17                                    | Act as a point of contact and educator on freight transportation options  | ✓  | ✓                 |  |                              | ✓  | ✓   |  |

## Appendix E: Draft Freight Plan Strategy Voting Results

**Session Name**  
New Session 11-18-2015 12-04 PM\_freight

**Date Created**  
11/18/2015 10:39:52 AM

**Active Participants**  
21

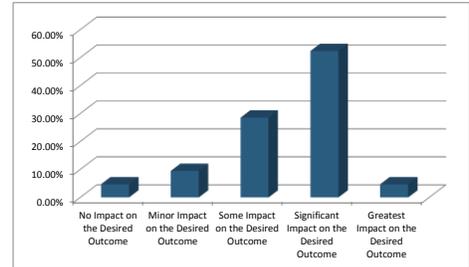
**Total Participants**  
21

**Average Score**  
0.00%

**Questions**  
36

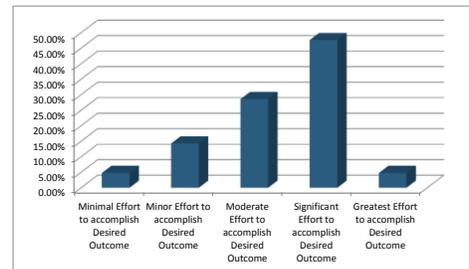
**2. Maximize the advantages inherent to Iowa's geographic proximity (Multiple Choice)**

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 4.76%       | 1         |
| Minor Impact on the Desired Outcome       | 9.52%       | 2         |
| Some Impact on the Desired Outcome        | 28.57%      | 6         |
| Significant Impact on the Desired Outcome | 52.38%      | 11        |
| Greatest Impact on the Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



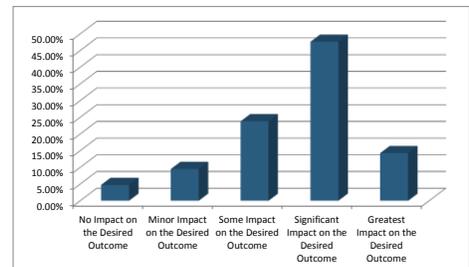
**3. Maximize the advantages inherent to Iowa's geographic proximity (Multiple Choice)**

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 4.76%       | 1         |
| Minor Effort to accomplish Desired Outcome       | 14.29%      | 3         |
| Moderate Effort to accomplish Desired Outcome    | 28.57%      | 6         |
| Significant Effort to accomplish Desired Outcome | 47.62%      | 10        |
| Greatest Effort to accomplish Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



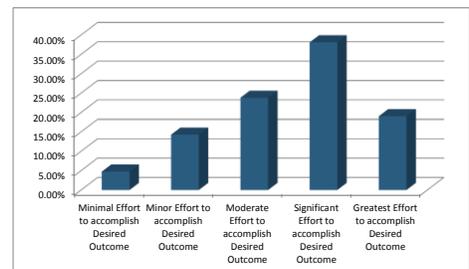
**4. Explore/create other funding sources to increase investment in the freight transportation system (Multiple Choice)**

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 4.76%       | 1         |
| Minor Impact on the Desired Outcome       | 9.52%       | 2         |
| Some Impact on the Desired Outcome        | 23.81%      | 5         |
| Significant Impact on the Desired Outcome | 47.62%      | 10        |
| Greatest Impact on the Desired Outcome    | 14.29%      | 3         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



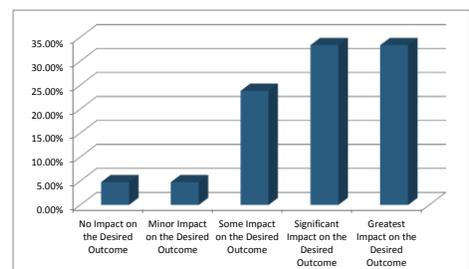
**5. Explore/create other funding sources to increase investment in the freight transportation system (Multiple Choice)**

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 4.76%       | 1         |
| Minor Effort to accomplish Desired Outcome       | 14.29%      | 3         |
| Moderate Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| Significant Effort to accomplish Desired Outcome | 38.10%      | 8         |
| Greatest Effort to accomplish Desired Outcome    | 19.05%      | 4         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



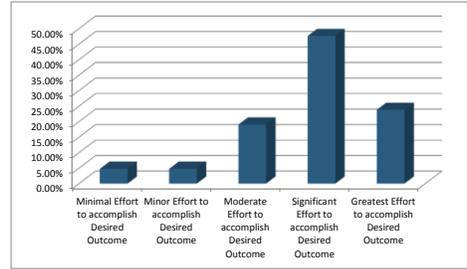
**6. Target investments to address mobility issues that impact freight facilities (Multiple Choice)**

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 4.76%       | 1         |
| Minor Impact on the Desired Outcome       | 4.76%       | 1         |
| Some Impact on the Desired Outcome        | 23.81%      | 5         |
| Significant Impact on the Desired Outcome | 33.33%      | 7         |
| Greatest Impact on the Desired Outcome    | 33.33%      | 7         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



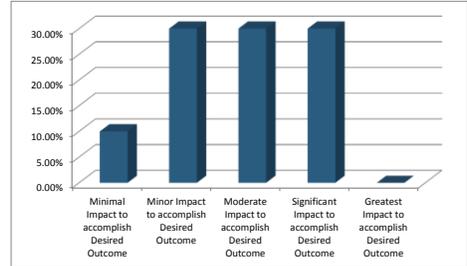
7. Target investments to address mobility issues that impact freight facilities (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 4.76%       | 1         |
| Minor Effort to accomplish Desired Outcome       | 4.76%       | 1         |
| Moderate Effort to accomplish Desired Outcome    | 19.05%      | 4         |
| Significant Effort to accomplish Desired Outcome | 47.62%      | 10        |
| Greatest Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



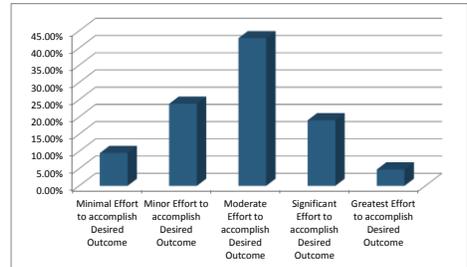
8. Utilize designs that are compatible with oversize/overweight freight movements (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Impact to accomplish Desired Outcome     | 10.00%      | 1         |
| Minor Impact to accomplish Desired Outcome       | 30.00%      | 3         |
| Moderate Impact to accomplish Desired Outcome    | 30.00%      | 3         |
| Significant Impact to accomplish Desired Outcome | 30.00%      | 3         |
| Greatest Impact to accomplish Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                                    | <b>100%</b> | <b>10</b> |



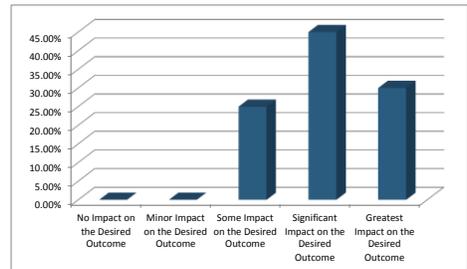
9. Utilize designs that are compatible with oversize/overweight freight movements (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 9.52%       | 2         |
| Minor Effort to accomplish Desired Outcome       | 23.81%      | 5         |
| Moderate Effort to accomplish Desired Outcome    | 42.86%      | 9         |
| Significant Effort to accomplish Desired Outcome | 19.05%      | 4         |
| Greatest Effort to accomplish Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



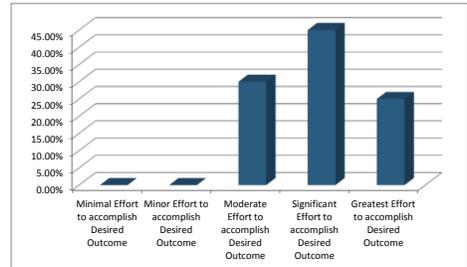
10. Target investments on the interstate system at a level that reflects the importance of this system for moving freight (Multiple Choice)

|   | 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        | 25.00%      | 5         |
| Significant Impact on the Desired Outcome | 45.00%      | 9         |
| Greatest Impact on the Desired Outcome    | 30.00%      | 6         |
| <b>Totals</b>                             | <b>100%</b> | <b>20</b> |



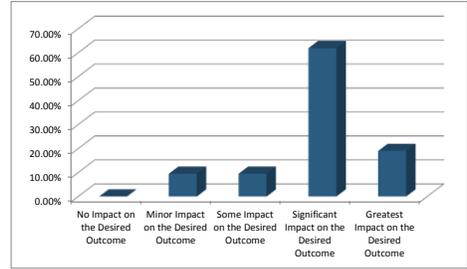
11. Target investments on the interstate system at a level that reflects the importance of this system for moving freight (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 0.00%       | 0         |
| Moderate Effort to accomplish Desired Outcome    | 30.00%      | 6         |
| Significant Effort to accomplish Desired Outcome | 45.00%      | 9         |
| Greatest Effort to accomplish Desired Outcome    | 25.00%      | 5         |
| <b>Totals</b>                                    | <b>100%</b> | <b>20</b> |



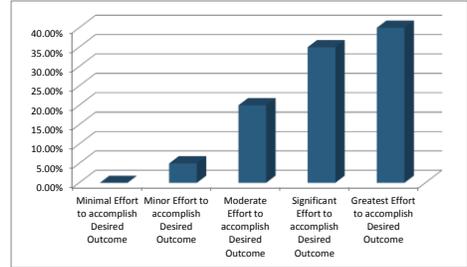
12. Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 9.52%       | 2         |
| Some Impact on the Desired Outcome        | 9.52%       | 2         |
| Significant Impact on the Desired Outcome | 61.90%      | 13        |
| Greatest Impact on the Desired Outcome    | 19.05%      | 4         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



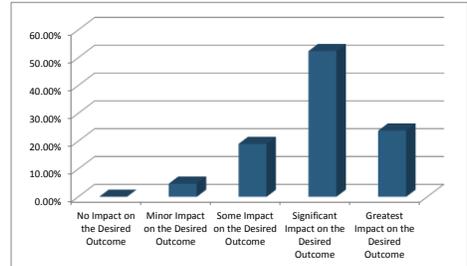
13. Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 5.00%       | 1         |
| Moderate Effort to accomplish Desired Outcome    | 20.00%      | 4         |
| Significant Effort to accomplish Desired Outcome | 35.00%      | 7         |
| Greatest Effort to accomplish Desired Outcome    | 40.00%      | 8         |
| <b>Totals</b>                                    | <b>100%</b> | <b>20</b> |



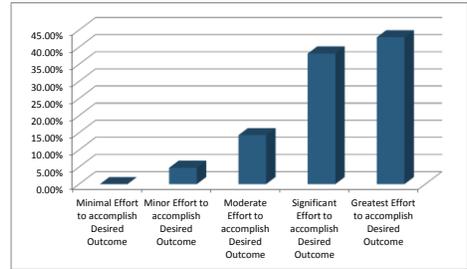
14. Advance a 21st century farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 4.76%       | 1         |
| Some Impact on the Desired Outcome        | 19.05%      | 4         |
| Significant Impact on the Desired Outcome | 52.38%      | 11        |
| Greatest Impact on the Desired Outcome    | 23.81%      | 5         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



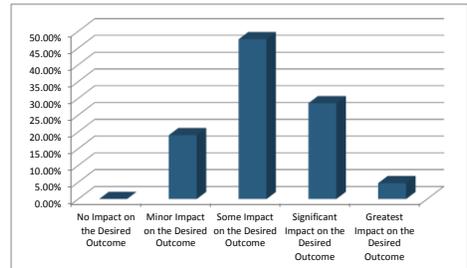
15. Advance a 21st century farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 4.76%       | 1         |
| Moderate Effort to accomplish Desired Outcome    | 14.29%      | 3         |
| Significant Effort to accomplish Desired Outcome | 38.10%      | 8         |
| Greatest Effort to accomplish Desired Outcome    | 42.86%      | 9         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



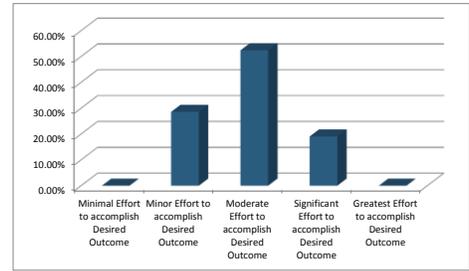
16. Implement asset management tools and practices and promote their use at the local level (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 19.05%      | 4         |
| Some Impact on the Desired Outcome        | 47.62%      | 10        |
| Significant Impact on the Desired Outcome | 28.57%      | 6         |
| Greatest Impact on the Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



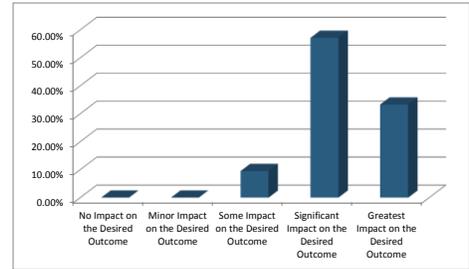
17. Implement asset management tools and practices and promote their use at the local level (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 28.57%      | 6         |
| Moderate Effort to accomplish Desired Outcome    | 52.38%      | 11        |
| Significant Effort to accomplish Desired Outcome | 19.05%      | 4         |
| Greatest Effort to accomplish Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



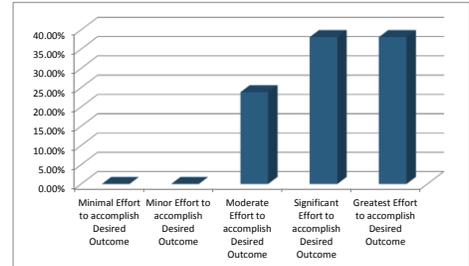
18. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency (Multiple Choice)

|   | 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        | 9.52%       | 2         |
| Significant Impact on the Desired Outcome | 57.14%      | 12        |
| Greatest Impact on the Desired Outcome    | 33.33%      | 7         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



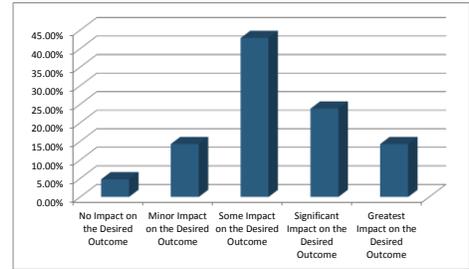
19. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 0.00%       | 0         |
| Moderate Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| Significant Effort to accomplish Desired Outcome | 38.10%      | 8         |
| Greatest Effort to accomplish Desired Outcome    | 38.10%      | 8         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



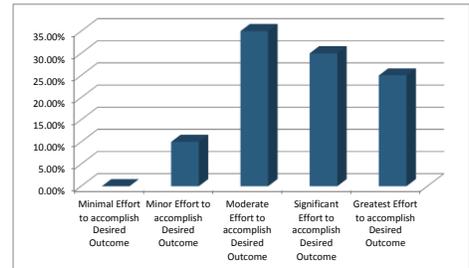
20. Optimize the availability and use of freight shipping containers (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 4.76%       | 1         |
| Minor Impact on the Desired Outcome       | 14.29%      | 3         |
| Some Impact on the Desired Outcome        | 42.86%      | 9         |
| Significant Impact on the Desired Outcome | 23.81%      | 5         |
| Greatest Impact on the Desired Outcome    | 14.29%      | 3         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



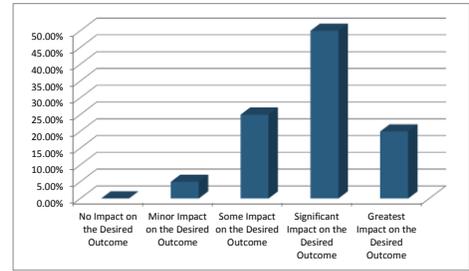
21. Optimize the availability and use of freight shipping containers (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 10.00%      | 2         |
| Moderate Effort to accomplish Desired Outcome    | 35.00%      | 7         |
| Significant Effort to accomplish Desired Outcome | 30.00%      | 6         |
| Greatest Effort to accomplish Desired Outcome    | 25.00%      | 5         |
| <b>Totals</b>                                    | <b>100%</b> | <b>20</b> |



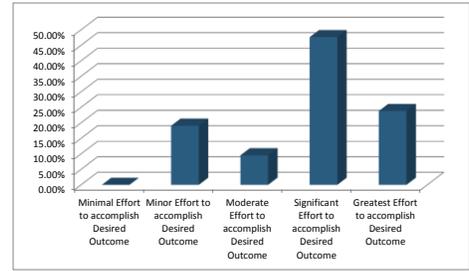
22. Explore opportunities for increasing value-added production within the state (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 5.00%       | 1         |
| Some Impact on the Desired Outcome        | 25.00%      | 5         |
| Significant Impact on the Desired Outcome | 50.00%      | 10        |
| Greatest Impact on the Desired Outcome    | 20.00%      | 4         |
| <b>Totals</b>                             | <b>100%</b> | <b>20</b> |



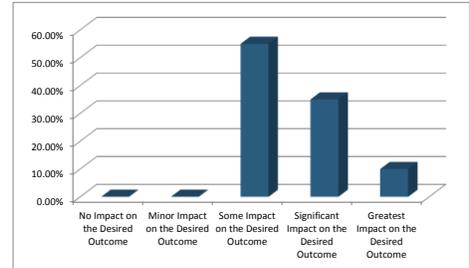
23. Explore opportunities for increasing value-added production within the state (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 19.05%      | 4         |
| Moderate Effort to accomplish Desired Outcome    | 9.52%       | 2         |
| Significant Effort to accomplish Desired Outcome | 47.62%      | 10        |
| Greatest Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



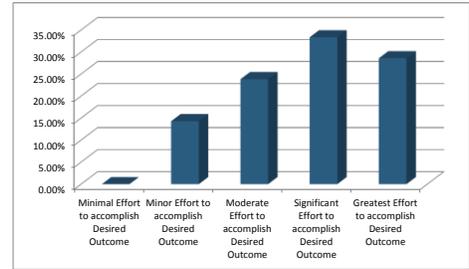
24. Continue to advance efforts on the M-35 Marine Highway Corridor (Multiple Choice)

|   | 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        | 55.00%      | 11        |
| Significant Impact on the Desired Outcome | 35.00%      | 7         |
| Greatest Impact on the Desired Outcome    | 10.00%      | 2         |
| <b>Totals</b>                             | <b>100%</b> | <b>20</b> |



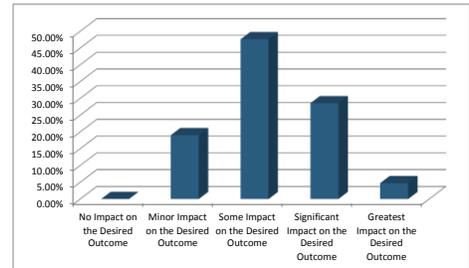
25. Continue to advance efforts on the M-35 Marine Highway Corridor (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 14.29%      | 3         |
| Moderate Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| Significant Effort to accomplish Desired Outcome | 33.33%      | 7         |
| Greatest Effort to accomplish Desired Outcome    | 28.57%      | 6         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



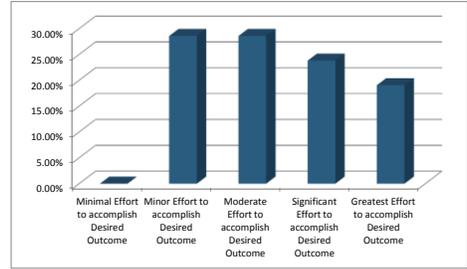
26. Provide real-time information on system conditions to support the movement of freight (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 19.05%      | 4         |
| Some Impact on the Desired Outcome        | 47.62%      | 10        |
| Significant Impact on the Desired Outcome | 28.57%      | 6         |
| Greatest Impact on the Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



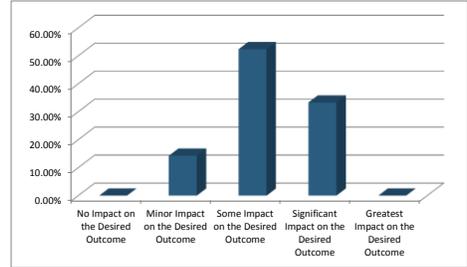
27. Provide real-time information on system conditions to support the movement of freight (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 28.57%      | 6         |
| Moderate Effort to accomplish Desired Outcome    | 28.57%      | 6         |
| Significant Effort to accomplish Desired Outcome | 23.81%      | 5         |
| Greatest Effort to accomplish Desired Outcome    | 19.05%      | 4         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



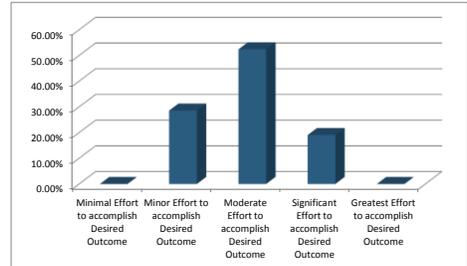
28. Leverage information from users of the system to support advanced decision-making and incident avoidance (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 14.29%      | 3         |
| Some Impact on the Desired Outcome        | 52.38%      | 11        |
| Significant Impact on the Desired Outcome | 33.33%      | 7         |
| Greatest Impact on the Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



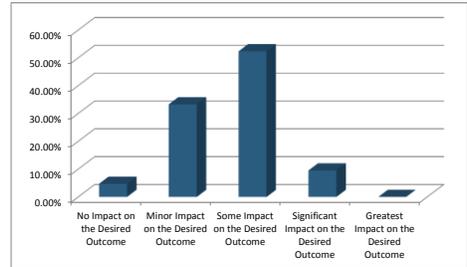
29. Leverage information from users of the system to support advanced decision-making and incident avoidance (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 0.00%       | 0         |
| Minor Effort to accomplish Desired Outcome       | 28.57%      | 6         |
| Moderate Effort to accomplish Desired Outcome    | 52.38%      | 11        |
| Significant Effort to accomplish Desired Outcome | 19.05%      | 4         |
| Greatest Effort to accomplish Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



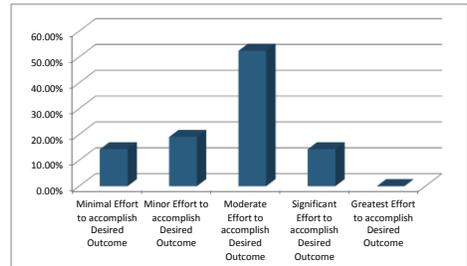
30. Provide measured, clear, non-technical performance results for the freight system (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 4.76%       | 1         |
| Minor Impact on the Desired Outcome       | 33.33%      | 7         |
| Some Impact on the Desired Outcome        | 52.38%      | 11        |
| Significant Impact on the Desired Outcome | 9.52%       | 2         |
| Greatest Impact on the Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



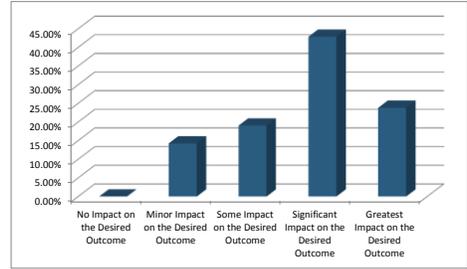
31. Provide measured, clear, non-technical performance results for the freight system (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 14.29%      | 3         |
| Minor Effort to accomplish Desired Outcome       | 19.05%      | 4         |
| Moderate Effort to accomplish Desired Outcome    | 52.38%      | 11        |
| Significant Effort to accomplish Desired Outcome | 14.29%      | 3         |
| Greatest Effort to accomplish Desired Outcome    | 0.00%       | 0         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



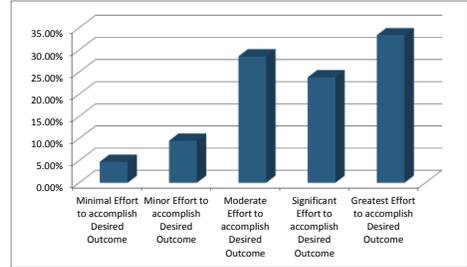
32. Streamline and align freight-related regulations and minimize unintended consequences (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 14.29%      | 3         |
| Some Impact on the Desired Outcome        | 19.05%      | 4         |
| Significant Impact on the Desired Outcome | 42.86%      | 9         |
| Greatest Impact on the Desired Outcome    | 23.81%      | 5         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



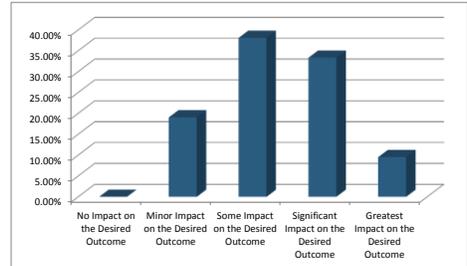
33. Streamline and align freight-related regulations and minimize unintended consequences (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 4.76%       | 1         |
| Minor Effort to accomplish Desired Outcome       | 9.52%       | 2         |
| Moderate Effort to accomplish Desired Outcome    | 28.57%      | 6         |
| Significant Effort to accomplish Desired Outcome | 23.81%      | 5         |
| Greatest Effort to accomplish Desired Outcome    | 33.33%      | 7         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



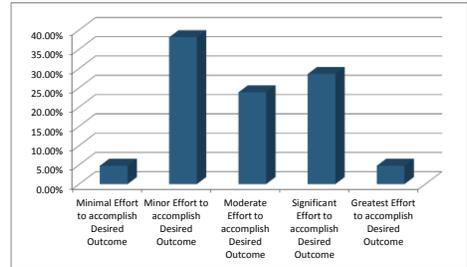
34. Act as a point of contact and educator on freight transportation options (Multiple Choice)

|   | Responses   |           |
|---|-------------|-----------|
|   | Percent     | Count     |
| No Impact on the Desired Outcome          | 0.00%       | 0         |
| Minor Impact on the Desired Outcome       | 19.05%      | 4         |
| Some Impact on the Desired Outcome        | 38.10%      | 8         |
| Significant Impact on the Desired Outcome | 33.33%      | 7         |
| Greatest Impact on the Desired Outcome    | 9.52%       | 2         |
| <b>Totals</b>                             | <b>100%</b> | <b>21</b> |



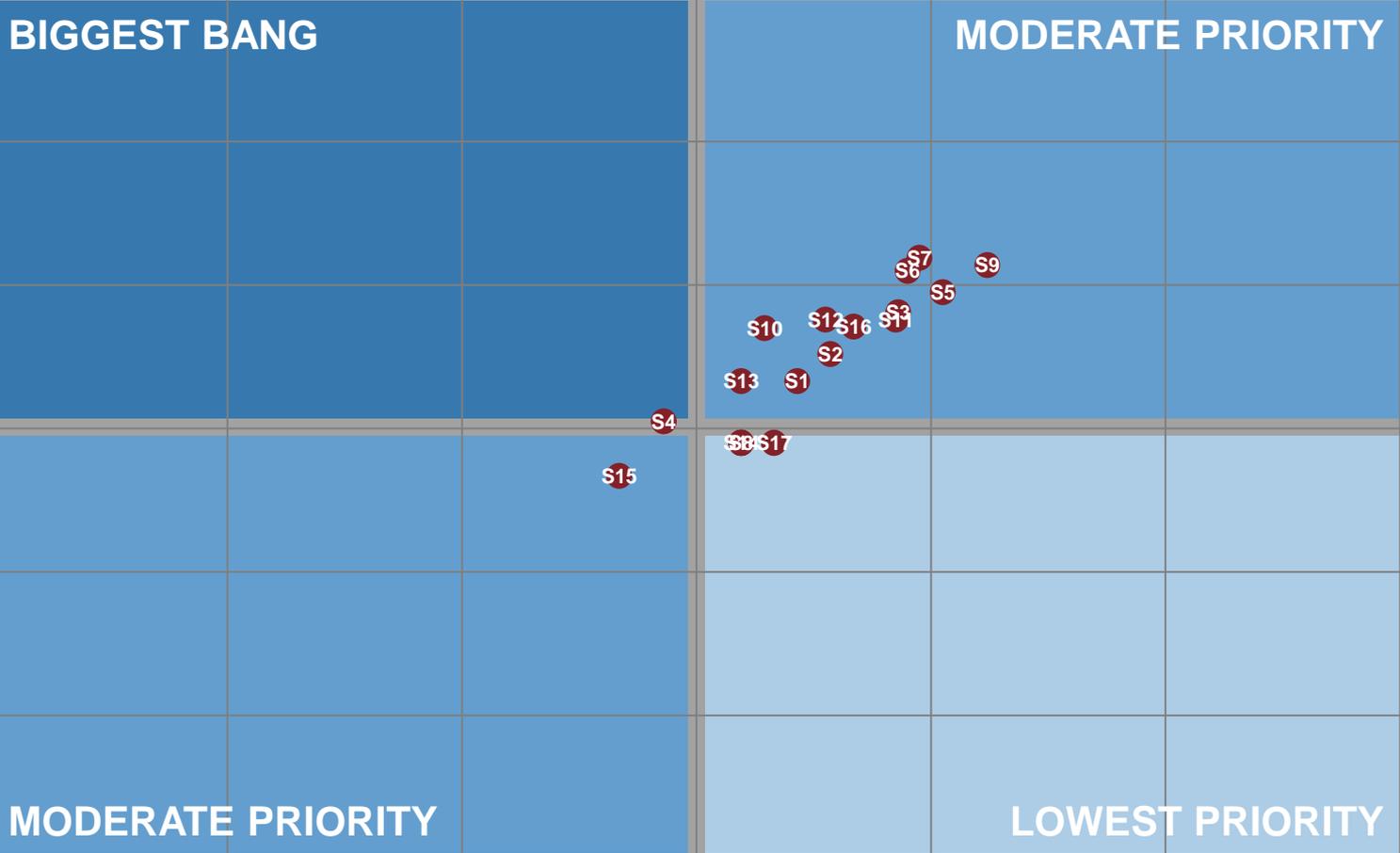
35. Act as a point of contact and educator on freight transportation options (Multiple Choice)

|  | Responses   |           |
|--|-------------|-----------|
|  | Percent     | Count     |
| Minimal Effort to accomplish Desired Outcome     | 4.76%       | 1         |
| Minor Effort to accomplish Desired Outcome       | 38.10%      | 8         |
| Moderate Effort to accomplish Desired Outcome    | 23.81%      | 5         |
| Significant Effort to accomplish Desired Outcome | 28.57%      | 6         |
| Greatest Effort to accomplish Desired Outcome    | 4.76%       | 1         |
| <b>Totals</b>                                    | <b>100%</b> | <b>21</b> |



# Results

HIGH



LOW



HIGH



## Appendix F: State Rail Plan Draft Vision, Goals and Objectives Breakout Session

### State Rail Plan Goals, Objectives Activity

Participants provided feedback on the draft State Rail Plan goals and objectives.

#### Goal: Enhance the Safety & Security of the Rail System

- *Divert highway traffic to safer rail*
- *Natural hazards (climate change)*
- *Security from terrorism*
- *Hazardous materials. (not just crude/ethanol)*
- *Emergency management coordination*
- *Need more than “monitor” energy products*
- *Multi state/multi county coordination for incidents*
- *Coordination with local emergency management services on hazmat training*
- *Prevent/mitigate*

#### Goal: Maintain the rail infrastructure

- *Preservation of rail line services*
- *Incorporate technology*
- *Build for future*
- *Abandonments – trails or keep*
- *Use data to assess condition*

#### Goal: Provide Access and Connectivity

- **Passenger Rail**
  - *Intergovernmental funding (local, state, federal)*
  - *Explore potential and future routes within the region/surrounding states*
  - *Improve on-time performance to increase competitiveness*
  - *Education on consumer choice*
  - *Market to targeted demographic groups*
  - *Assisting local communities to be ADA compliant*
- **Freight Rail**
  - *Regional collaboration for train building and consolidation (“small” shippers)*
  - *Improve collaboration by improving relationships*
  - *Understand designs and destinations*

#### Goal: Improve Efficiency

- *Bypass congested areas*
- *Innovative solutions to avoiding congested areas*
- *Public-private partnerships to solve problems*
- *Improved/intermodal/transload Access optimize*
- *Dealing with container imbalance – increase communication/collaboration for locating them*

#### Goal: Ensure Economic Competitiveness and Development

- *Competiveness development need access to intermodal, transload facilities.*
- *Targeted investment that needs to be coordinated matching business, with facility*
- *Antitrust/competition/territories –*
  - *3<sup>rd</sup> party operator, class I would out price*
- *Economic competitiveness would be supported through coordination with buyers and those who need services and agree on a common plan*
- *Fostering public, private, partnership would provide economic development*
- *Companies need to use rail, working to match those with needs*
- *Distribution system should be shared*
- *Match industry with shipping needs*
- *Communities, companies need strategy to help communicate their constraints and possibilities for changes*

# Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting Summary

2016 IOWA RAIL PLAN



- Existing facilities need to be clearly identified for use
- Transit-oriented development is missing in goals
- Opportunities for passenger rail can be fostered through economic development
- Can promote passenger rail as an excursion to overcome passenger rail as inconvenient or costly.
- Need a workforce to support economic development and coordination at state level and agencies
- Opportunity for marketing of passenger rail for economic development.
- Could have RISE type funding, revolving grant loan mentioned in his strategy.

The following goals, objectives could be grouped together:

- Group 1
  - Encourage new and enhanced industrial spurs or industrial parks when suitable
  - Improve access to the national rail network via new or enhanced industrial leads and spurs
  - Continue to promote the research opportunities for intermodal and transload facilities
- Group 2
  - Continue to support efforts that attract and sustain businesses in Iowa
  - Encourage economic development in Iowa through investments in rail system

## Goal: Sustain the Environment

- Groups discussed that sustaining should go beyond the environment and be a part of all goals.
- By investing in infrastructure, sustainability is impacted.
- Through creating the right system, expansion and reduction in some areas, would sustain the system.
- Renewable energy should be promoted.
- Rail should be promoted as an efficient mode of transportation with low emissions. Those who use rail would have a role in identifying those efficiencies.
- Through connecting customers to what transportation option they are using, incentives could be provided for shipping and eventually play a role in educating the community on systems.
- By promoting and educating consumers about the benefits and choices they have for transportation modes could potentially make those consumers captive to a specific transportation form.



## **Appendix G: State Rail Plan Draft Vision, Goals and Objectives**



| Goals:  | Objectives:   | Actions:  |
|---|---|---|
| <p>Enhance the Safety &amp; Security of the Rail System</p> | <ul style="list-style-type: none"> <li>• <i>Minimize accidents, injuries and fatalities at highway at-grade crossing in Iowa</i></li> <li>• <i>Continue Grade Crossing Safety Improvement Actions</i></li> <li>• <i>Provide Public Education Programs</i></li> <li>• <i>Continue to build upon coordination with and between the railroads</i></li> <li>• <i>Reduce track-caused accidents</i></li> <li>• <i>Monitor crude oil and ethanol routes for safety</i></li> </ul>                                     | <ul style="list-style-type: none"> <li>• <i>Improve highway-rail crossing safety</i> <ul style="list-style-type: none"> <li>○ <i>Repair and Upgrade existing crossing passive warning devices and active traffic-control systems</i></li> <li>○ <i>Rehabilitate existing crossing surfaces</i></li> <li>○ <i>Encourage crossing closures</i></li> <li>○ <i>Build new grade separations and rehabilitate existing separations</i></li> </ul> </li> <li>• <i>Monitor rail track, equipment and security operations</i> <ul style="list-style-type: none"> <li>○ <i>Continue the track inspection program</i></li> <li>○ <i>Analyze and monitor the movement of hazardous materials</i></li> </ul> </li> <li>• <i>Promote rail safety</i> <ul style="list-style-type: none"> <li>○ <i>Support and promote Operation Lifesaver activities and programs</i></li> <li>○ <i>Provide education and marketing information for rail safety issues</i></li> <li>○ <i>Continue to work closely with law enforcement to promote active enforcement of traffic laws relating to crossings and private property rights related to trespassing</i></li> </ul> </li> </ul> |
| <p>Maintain the rail infrastructure</p>                     | <ul style="list-style-type: none"> <li>• <i>Upgrade rail line segments and bridges to accommodate heavier railcars and address aging infrastructure to meet current/future needs of modern rail transport</i></li> <li>• <i>Continue to promote the research opportunities for intermodal and transload facilities</i></li> <li>• <i>Support the improvement of passenger rail service throughout the state</i></li> <li>• <i>Leverage public-private partnerships for funding rail improvements</i></li> </ul> | <ul style="list-style-type: none"> <li>• <i>Improve the physical infrastructure of the rail system in partnership with Iowa's shippers and railroads</i> <ul style="list-style-type: none"> <li>○ <i>Rehabilitate branch lines</i></li> <li>○ <i>Build or improve spur tracks</i></li> <li>○ <i>Build or improve rail transfer facilities</i></li> <li>○ <i>Build or improve rail yards, terminals, sidings, connections, and passing tracks.</i></li> <li>○ <i>Serve as an information/advocacy role for federal programs that benefit rail transportation (passenger and freight)</i></li> <li>○ <i>Rail station improvements activities</i></li> <li>○ <i>Rehabilitate bridges</i></li> </ul> </li> <li>• <i>Preserve Rail Service</i> <ul style="list-style-type: none"> <li>○ <i>Promote economic development that is served by rail transportation</i></li> <li>○ <i>Acquire rail rights of way for future rail use</i></li> <li>○ <i>Advise communities/shippers of options when rail service is at risk</i></li> </ul> </li> </ul>  |
| <p>Provide Access and Connectivity</p>                      | <ul style="list-style-type: none"> <li>• <i>Passenger Rail</i> <ul style="list-style-type: none"> <li>○ <i>Improve existing station facilities</i></li> <li>○ <i>Encourage multimodal integration with transit, air and highway travel.</i></li> <li>○ <i>Continue to study the implementation of enhanced passenger rail services on existing corridors and new service on intercity corridors</i></li> <li>○ <i>Support a federal funding</i></li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>• <i>Promote the importance of passenger rail transportation</i> <ul style="list-style-type: none"> <li>○ <i>Continue outreach with stakeholders</i></li> <li>○ <i>Provide information on our website and social media outlets</i></li> </ul> </li> <li>• <i>Promote the importance of freight rail transportation</i> <ul style="list-style-type: none"> <li>○ <i>Coordinate activities with the rail users and providers</i></li> <li>○ <i>Take a leadership role in regional and national coalitions</i></li> <li>○ <i>Develop and present education and marketing information</i> <ul style="list-style-type: none"> <li>▪ <i>Provide tools that assist shippers</i></li> </ul> </li> </ul> </li> </ul>  |



|   |  |   |
|---|--|---|
|   | <p>program for passenger rail initiatives</p> <ul style="list-style-type: none"> <li>• <i>Freight Rail</i> <ul style="list-style-type: none"> <li>○ <i>Continue to promote the research opportunities for intermodal and transload facilities</i></li> <li>○ <i>Continue to promote railroads and a shipping option for new and existing customers</i></li> <li>○ <i>Fund feasibility studies</i></li> </ul> </li> </ul>   | <p><i>in using railroads (e.g. Rail Toolkit)</i></p> <ul style="list-style-type: none"> <li>▪ <i>Conduct rail economic impact studies on the impact of lost rail lines on highways and economic benefit of rail to the state economy</i></li> </ul>             |
| Improve Efficiency                              | <ul style="list-style-type: none"> <li>• <i>Upgrade rail line segments and bridges to accommodate heavier railcars and meet current/future needs of modern rail transport</i></li> <li>• <i>Leverage public-private partnerships for funding rail improvements</i></li> <li>• <i>Capacity improvements, especially on short lines</i></li> <li>• <i>Promote yard or interchange improvements</i></li> </ul>  | <ul style="list-style-type: none"> <li>• <i>Maintain safe, secure rail infrastructure</i></li> <li>• <i>Promote opportunities for railroads to attract new business</i></li> <li>• <i>Provide tools that allow the railroad to be more efficient</i></li> </ul> |
| Ensure Economic Competitiveness and Development | <ul style="list-style-type: none"> <li>• <i>Encourage new and enhanced industrial spurs or industrial parks when suitable</i></li> <li>• <i>Continue to support efforts that attract and sustain businesses in Iowa</i></li> <li>• <i>Encourage economic development in Iowa through investments in rail system</i></li> <li>• <i>Improve access to the national rail network via new or enhanced industrial leads and spurs</i></li> <li>• <i>Continue to promote the research opportunities for intermodal and transload facilities</i></li> <li>• <i>Upgrade rail line segments and bridges to accommodate heavier railcars</i></li> <li>• <i>Leverage public-private partnerships for funding rail improvements</i></li> </ul> | <ul style="list-style-type: none"> <li>• <i>Promote rail as a possible transportation option</i></li> <li>• <i>Communicate information about using the rail system</i></li> </ul>   |
| Sustain the Environment                         | <ul style="list-style-type: none"> <li>• <i>Reduce transportation-related congestion and air pollution</i> <ul style="list-style-type: none"> <li>○ <i>Provide assistance for rail infrastructure improvements</i></li> <li>○ <i>Promote the environmental benefits of rail transportation (passenger and freight)</i></li> <li>○ <i>Promote use of emission reduction technologies</i></li> </ul> </li> </ul>   |   |

## Appendix H: Draft Rail Plan Strategy Voting Results

**Session Name**  
New Session 11-18-2015 2-10 PM\_rail

**Date Created**  
11/18/2015 12:18:11 PM

**Active Participants**  
20

**Total Participants**  
20

**Average Score**  
0.00%

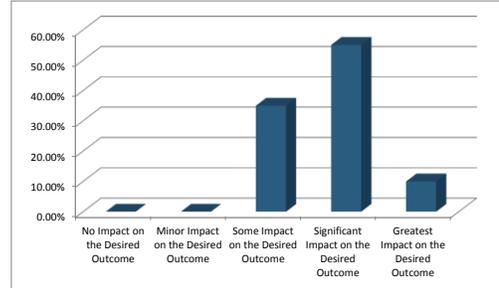
**Questions**  
6

**Results by Question**

1. Enhance the safety and security of the rail system This could lead to grade crossing safety improvements, public education program, enhanced coordination between railroads (Multiple Choice)

| Responses                     |             |
|-------------------------------|-------------|
| Percent                       | Count       |
| Impact on the Desired Outcome | 0.00%       |
| Impact on the Desired Outcome | 0.00%       |
| Impact on the Desired Outcome | 35.00%      |
| Impact on the Desired Outcome | 55.00%      |
| Impact on the Desired Outcome | 10.00%      |
| <b>Totals</b>                 | <b>100%</b> |

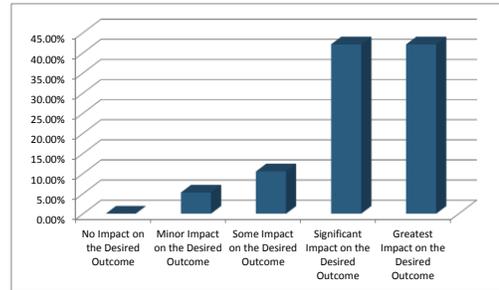
Impact on the Desired Outcome  
**Totals**



2. Maintain the infrastructure Improvements such as 286,000 (track and bridge upgrades); new and enhanced industrial spurs or industrial parks; development of an intermodal facility (Multiple Choice)

| Responses                     |             |
|-------------------------------|-------------|
| Percent                       | Count       |
| Impact on the Desired Outcome | 0.00%       |
| Impact on the Desired Outcome | 5.26%       |
| Impact on the Desired Outcome | 10.53%      |
| Impact on the Desired Outcome | 42.11%      |
| Impact on the Desired Outcome | 42.11%      |
| <b>Totals</b>                 | <b>100%</b> |

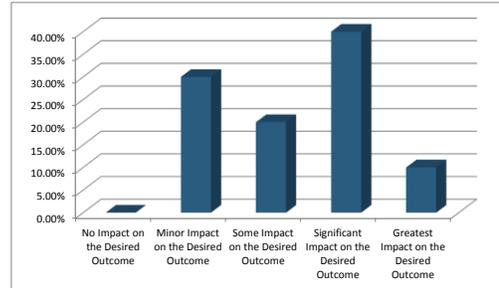
Impact on the Desired Outcome  
**Totals**



3. Provide access and connectivity Advances to improve existing station facilities used by Amtrak, improve connectivity with existing and potential future transit systems and airports in Iowa (Multiple Choice)

| Responses                     |             |
|-------------------------------|-------------|
| Percent                       | Count       |
| Impact on the Desired Outcome | 0.00%       |
| Impact on the Desired Outcome | 30.00%      |
| Impact on the Desired Outcome | 20.00%      |
| Impact on the Desired Outcome | 40.00%      |
| Impact on the Desired Outcome | 10.00%      |
| <b>Totals</b>                 | <b>100%</b> |

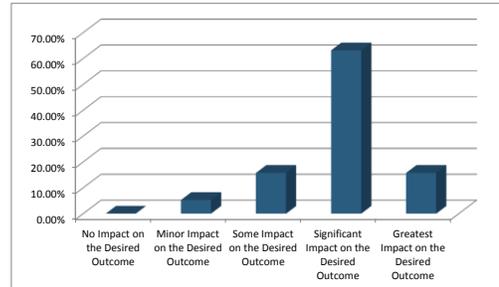
Impact on the Desired Outcome  
**Totals**



4. Improve efficiency Improve the capacity, efficiency, and safety of railroad operations in Iowa (Multiple Choice)

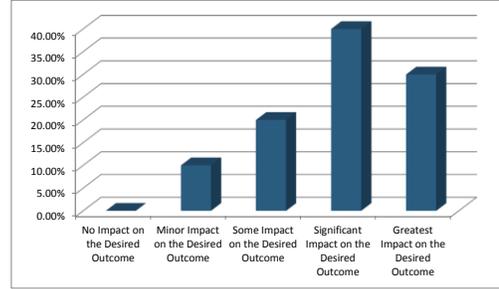
| Responses                     |             |
|-------------------------------|-------------|
| Percent                       | Count       |
| Impact on the Desired Outcome | 0.00%       |
| Impact on the Desired Outcome | 5.26%       |
| Impact on the Desired Outcome | 15.79%      |
| Impact on the Desired Outcome | 63.16%      |
| Impact on the Desired Outcome | 15.79%      |
| <b>Totals</b>                 | <b>100%</b> |

Impact on the Desired Outcome  
**Totals**



5. Ensure economic competitiveness and development that would support business in Iowa (Multiple Choice)

| Responses                     |             |           |
|-------------------------------|-------------|-----------|
|                               | Percent     | Count     |
| Impact on the Desired Outcome | 0.00%       | 0         |
| Impact on the Desired Outcome | 10.00%      | 2         |
| Impact on the Desired Outcome | 20.00%      | 4         |
| Impact on the Desired Outcome | 40.00%      | 8         |
| Impact on the Desired Outcome | 30.00%      | 6         |
| <b>Totals</b>                 | <b>100%</b> | <b>20</b> |



6. Sustain the environment Reduction of greenhouse gas (GHG) emissions and fuel savings (Multiple Choice)

| Responses                     |             |           |
|-------------------------------|-------------|-----------|
|                               | Percent     | Count     |
| Impact on the Desired Outcome | 5.00%       | 1         |
| Impact on the Desired Outcome | 25.00%      | 5         |
| Impact on the Desired Outcome | 35.00%      | 7         |
| Impact on the Desired Outcome | 20.00%      | 4         |
| Impact on the Desired Outcome | 15.00%      | 3         |
| <b>Totals</b>                 | <b>100%</b> | <b>20</b> |

