

2016 **IOWA RAIL PLAN**





Welcome

Issues-Based Workshop

September 24, 2015

8:00 am – 3:45 pm





Welcome

Today's Goal

To get your input on the rail and freight system in the state today and what it needs to look like in the future.



Agenda

- 8:00 – 8:30: Registration
- 8:30 – 8:45: Welcome and Safety Briefing
- 8:45 – 10:00: Freight Context Setting and Visioning
- 10:00 – 10:15: Break
- 10:15 – 11:30: Rail Context Setting and Visioning
- 11:30 – 12:00: Lunch
- 12:00 – 2:00: Focus Group Break Outs
 - Passenger Rail
 - Safety and Security of Highway/Rail Operations
 - Economic and Workforce Development
 - Multimodal Freight Networks
 - Multimodal Freight Link and Connectors
- 2:00 – 2:15 pm: Break
- 2:15 – 3:45: Focus Group Reports, Next Steps, Wrap-up



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Safety Briefing



Issues-Based Workshop

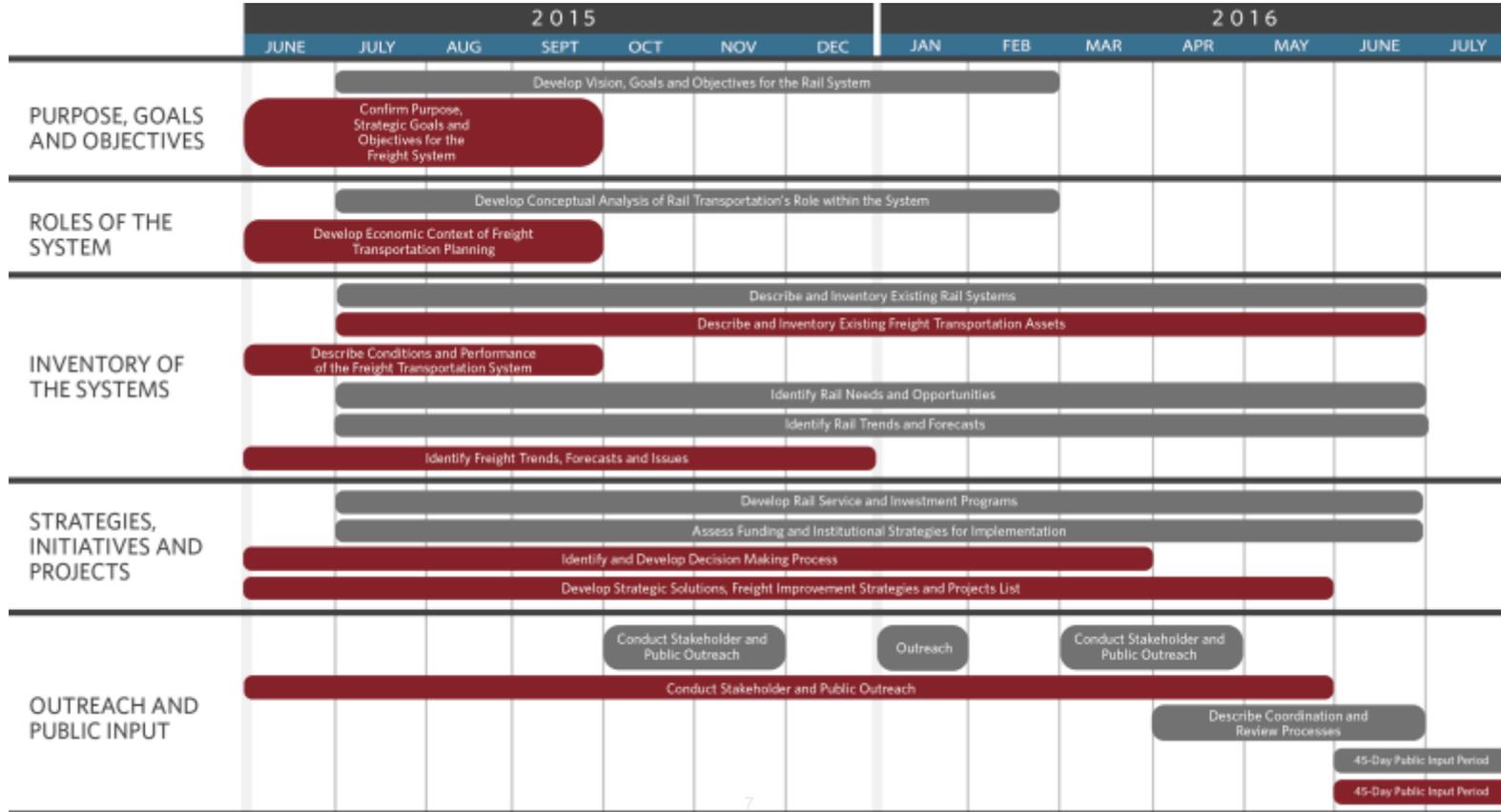
- Marks the beginning of the upcoming public and stakeholder engagement efforts for the planning process
- Introduces details and status of the State Rail and Freight Plans
- Provides opportunity to hear from stakeholders
- Offers a complementary online survey component

2016 Iowa Rail and Freight Plan Task Overview

Rail Plan

Freight Plan

Slide 7



Slide 7

2016 Iowa Rail and Freight Plan Task Overview

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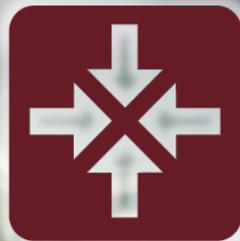


- 2016 Iowa Freight Plan
 - Background
 - Input Session

Goals of the State Freight Plan



Improve contribution
of freight system



Reduce
congestion



Improve safety
and security



Repair system



Implement innovative
technology



Reduce impacts



Outline/Objectives of the State Freight Plan

Develop strategic goals and objectives

Identify and document the economic importance

Document freight trends and issues

Develop freight-related forecasts

Inventory existing assets

Describe conditions of the system, develop performance measures

Identify and develop the decision making process

Develop strategic solutions, improvement strategies and a prioritized project list

Stakeholder Input Areas

Industry trends and issues

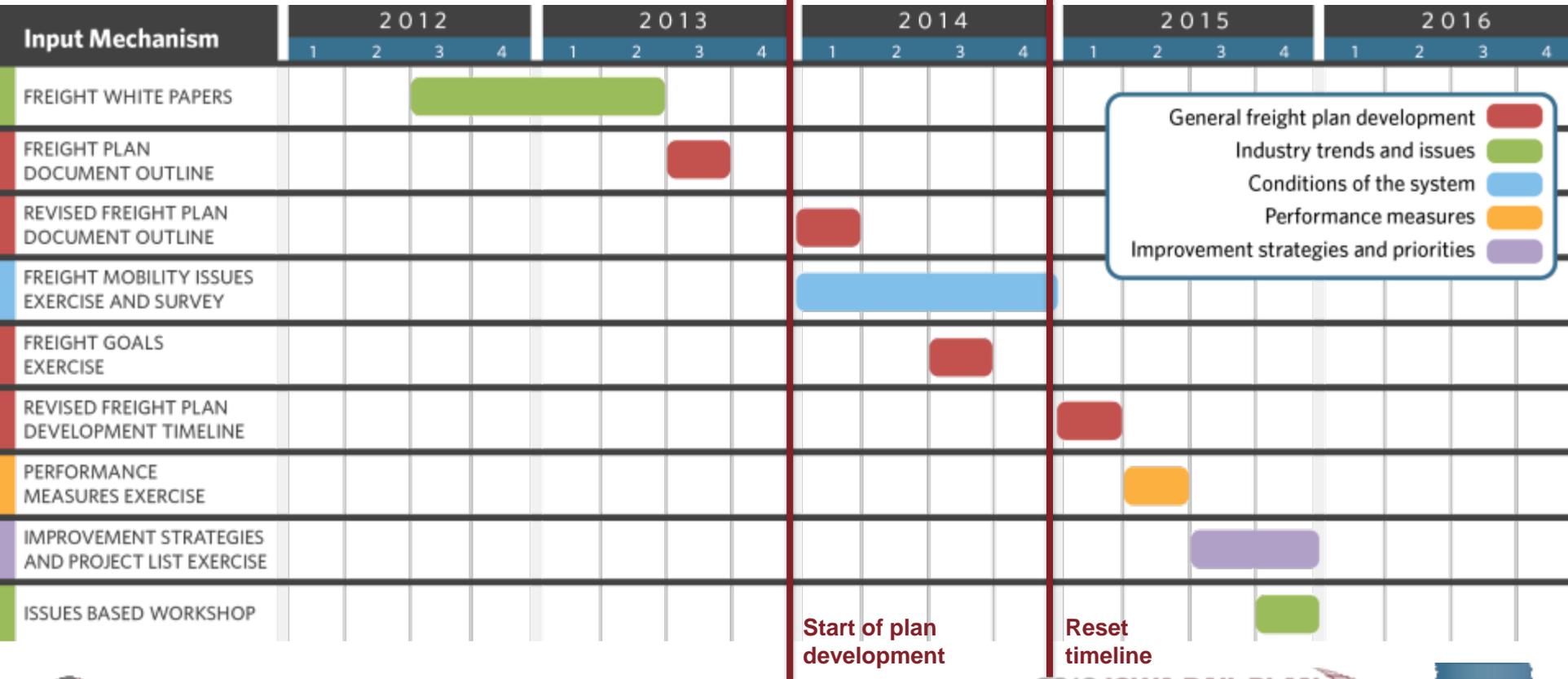
Conditions of the system

Performance measures

Implementation strategies and priorities



Stakeholder Input Gathering



- General freight plan development ■
- Industry trends and issues ■
- Conditions of the system ■
- Performance measures ■
- Improvement strategies and priorities ■

Start of plan development

Reset timeline

Federal Highway Administration Guidance on Freight Improvement Strategies

Must include:

- A description of the **strategies** the state is employing to address freight mobility issues

Recommendations:

- Include a presentation of the state's complete freight improvement strategy, with different **improvements ranked in order of priority** (or grouped into higher and lower priority groups)
- Include an analysis of how each improvement will advance the state's **strategic goals**

Freight Strategies

- Development process
 - Current/future department initiatives
 - Freight Advisory Council
 - Freight Executive Committee
 - Other planning partners and key stakeholders

Example Strategies

- Explore/create other ***funding sources*** to increase investment in the freight transportation system
- Target investment to ***address mobility issues*** that impact freight facilities
- Utilize designs that are ***compatible with oversize/overweight*** freight movements
- Target ***investment on the interstate system*** at a level that reflects the importance of this system for moving freight
- ***Leverage information from users*** of the system to support advanced decision-making and incident avoidance
- ***Streamline and align state and federal regulations*** related to freight mobility

Freight Improvement Projects

- **Aviation** – Iowa DOT Office of Aviation
- **Highway** – Freight Mobility Issue Survey, Value, Condition, and Performance (VCAP) evaluation matrix
- **Railroad** – State Rail Plan
- **Waterway** – U.S. Army Corps of Engineers
- **Pipeline** – Propane Supply Chain Optimization Study

Statewide Freight Transportation Network Optimization Strategy Development

- **Goal:**

- To effectively identify and prioritize investment opportunities for an optimized freight transportation network to **lower transportation costs** for Iowa's businesses and to promote business growth in Iowa.

- **Addresses:**

- Economic Development, a DOT strategic focus area, by enhancing opportunities for commerce through strategic investment in transportation infrastructure designed to meet current and future needs of businesses.

Project Outcomes

- The project will deliver optimization strategies that transform the current freight transportation network to an optimized network and reduce transportation costs for businesses in Iowa.
- The key findings and recommendations will largely relate to cross docking, transload and intermodal operations.



Figure 1: The current state of a commercial supply chain network example

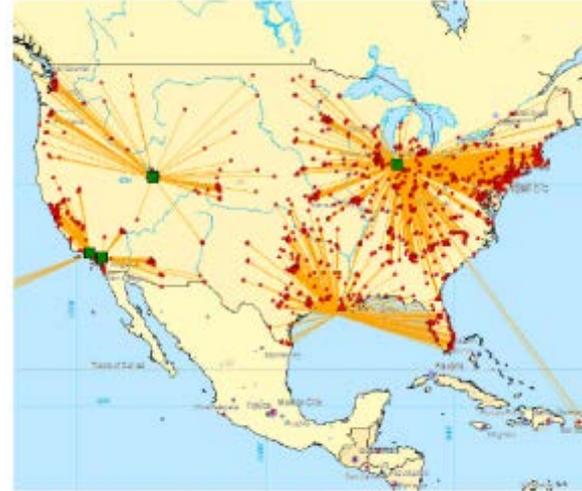


Figure 2: The optimized state of a commercial supply chain network example

Visioning Exercise

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Goal Input Process

- First, we will discuss the goals identified for the State Freight Plan.
- You may suggest additions to existing goals that are not included to date.
- You will vote on the impact that each goal would have on freight movement in the state.
- We will discuss additions to the goals.
- In the end, we will have refined goals for the plan.

Strategic Goals

- The plan will support the goals the National Freight Goals as defined by Moving Ahead for Progress in the 21st Century. These goals in the plan are to:
 - 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; and
 - Reduce adverse environmental and community impacts of the freight system.

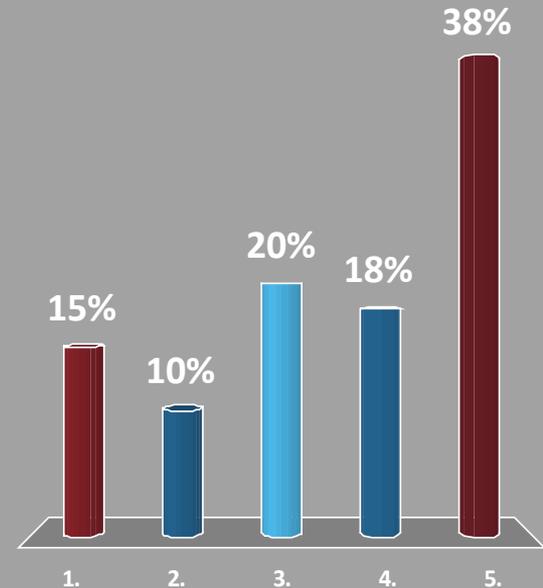
How to Use the Survey Device

- Technology | *Turning Point Technologies* Audience Survey Devices
- Time Limit | Approximately 20 seconds per question
 - Read the presentation slide and determine your answer.
 - Press the corresponding number on your device that matches the entry for which you are voting.
 - Your device will light up to show your vote was cast.
 - You can change or re-enter your vote during the voting period; the device will only record your last answer.
- **Let's practice!**

Practice Poll Question

TEST: What is your favorite kind of cake?

1. White cake with white frosting
2. Yellow cake with chocolate frosting
3. Chocolate cake with chocolate frosting
4. Chocolate cake with cream cheese frosting
5. I like every kind of cake!



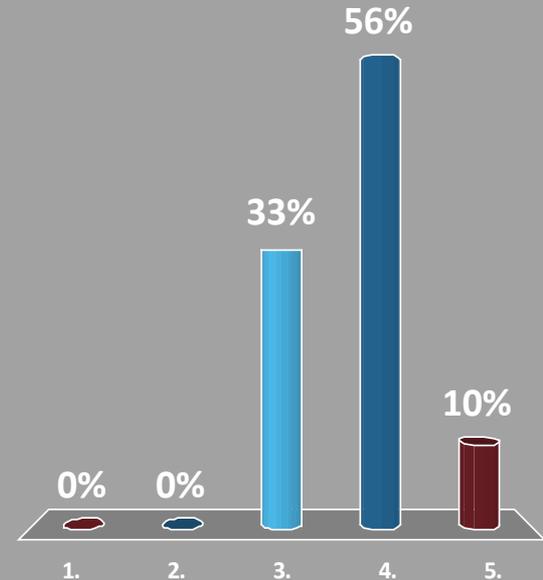
Practice Poll

- Any questions or concerns?
- **Let's begin!**

To what level of impact will this goal optimize freight operations in the State of Iowa?

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

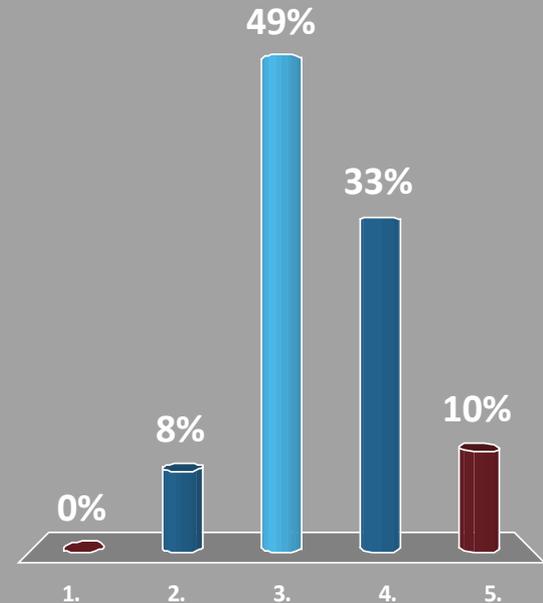
1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
4. **Significant Impact** on the Desired Outcome
5. **Greatest Impact** on the Desired Outcome



To what level of impact will this goal optimize freight operations in the State of Iowa?

Reduce congestion on the freight transportation system

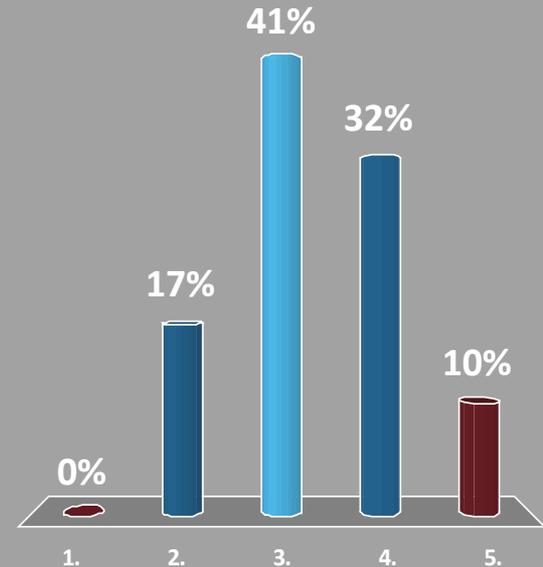
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To what level of impact will this goal optimize freight operations in the State of Iowa?

Improve the safety, security, and resilience of the freight transportation system

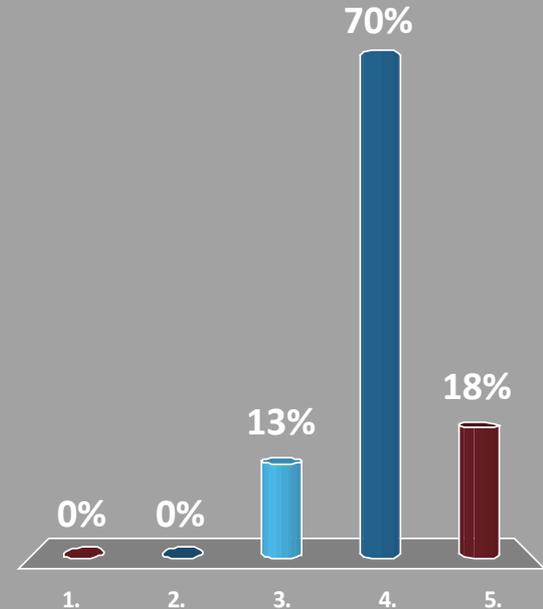
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To what level of impact will this goal optimize freight operations in the State of Iowa?

Improve the state of good repair of the freight transportation system

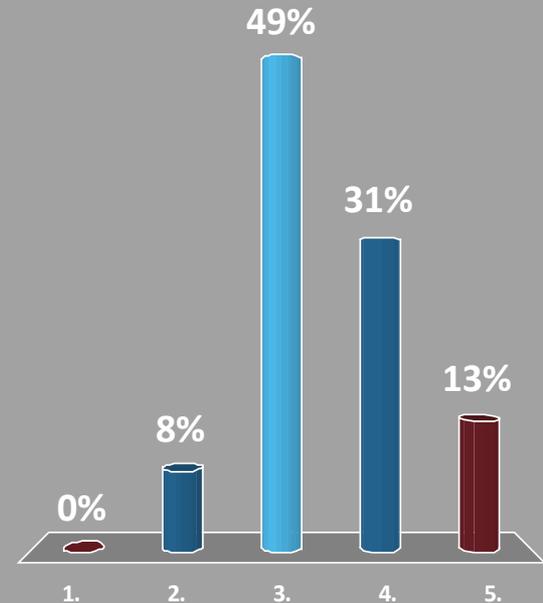
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To what level of impact will this goal optimize freight operations in the State of Iowa?

Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system

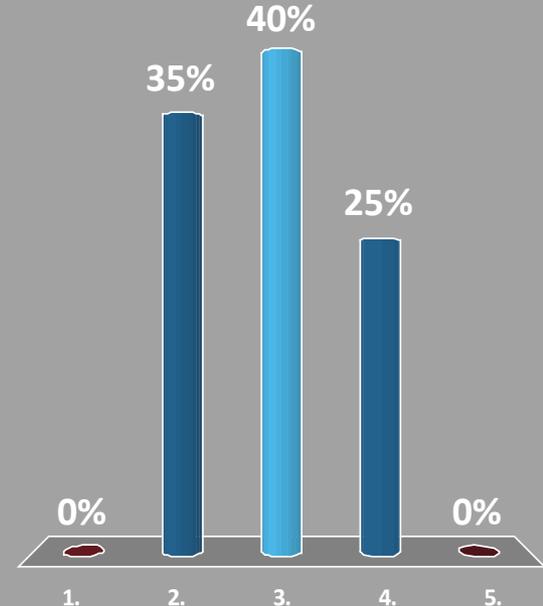
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To what level of impact will this goal optimize freight operations in the State of Iowa?

Reduce adverse environmental and community impacts of the freight system

1. **No Impact** on the Desired Outcome
2. **Minor Impact** on the Desired Outcome
3. **Some Impact** on the Desired Outcome
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2016 **IOWA RAIL PLAN**



Break



2016 Iowa Rail Plan Overview

Rail Plan



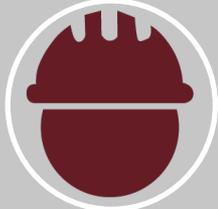
Federal Railroad Administration (FRA) Guidance



Stakeholder engagement



Identify proposed rail improvements



Safe, efficient, convenient freight and passenger transportation



Economic development

Draft Goals and Objectives of the Iowa Rail Plan



Merge rail plan into multimodal framework



Economic benefits



Align initiatives with Iowa priorities



Unify common rail interests



Develop in tandem with Iowa Freight Plan



Open and inclusive process



Inform the public

Additional Objectives for the Iowa Rail Plan

Identify unique issues to Iowa rail

Identify rail dependent commodities and industries

Identify essential rail corridors by commodity

Enable short line railroads to support economic development

Look at abandonments more closely

Identify investments and public benefits of the rail system

Identify railroad performance measures, needs and priorities

Identify solutions to rail system bottlenecks

Iowa Rail and Freight Today



37.7 million tons received



48.5 million tons shipped



259.3 million tons rail freight through traffic in 2011

84% of shipments are coal, chemicals, farm & food products



3,500 miles of track

Average freight train length 1 mile



59,824 passenger rides in 2013



Over 3,500 rail employees

Railroad Companies in Iowa

- **Class I**

- BNSF Railway (BNSF)
- Chicago Central & Pacific Railroad (CC, owned by CN)
- Cedar River Railroad (CEDR, owned by CN)
- Dakota, Minnesota and Eastern Railroad (DME, owned by CP)
- Norfolk Southern Railway (NS)
- Union Pacific Railroad (UP)

- **Class II**

- Iowa Interstate Railroad (IAIS)

- **Class III**

- Appanoose County Community Railroad (APNC)
- Boone & Scenic Valley Railroad (BSV)
- Burlington Junction Railway (BJRY)
- CBEC Railway (CBEC)
- Cedar Rapids & Iowa City Railway (CIC)
- D & I Railroad (DAIR)
- D & W Railroad (DWRV)
- Iowa Northern Railroad (IANR)
- Iowa River Railroad (IARR)
- Iowa Traction Railway (IATR)
- Keokuk Junction Railway (KJRY)

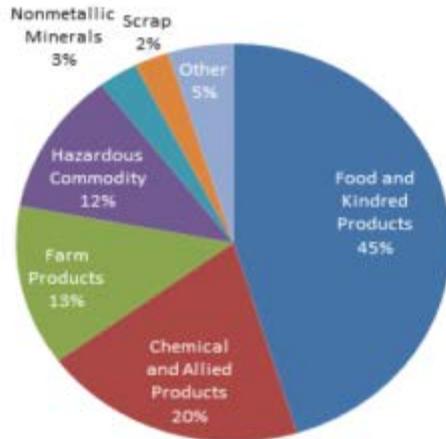
Railroad Class	Total Miles Owned/Leased	Percent of Total	Miles Operated Under Trackage Rights
Class I	3,188	83.30	176
Class II	305	7.97	27
Class III	295	7.71	103
Other	39	1.02	0
Total	3,825	100.00	306



Commodities Originating & Terminating in Iowa

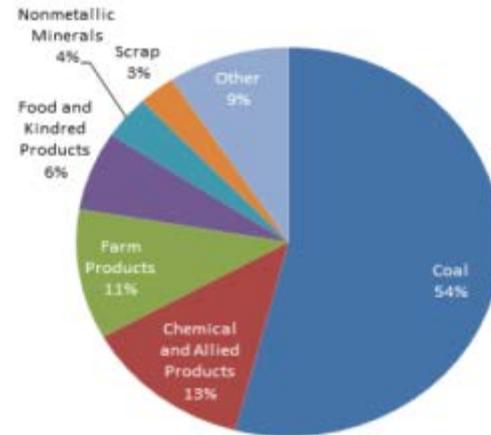
Rail traffic originating in Iowa in 2013

Commodity	Tons	Carloads
Food and kindred products	21,921,912	220,522
Chemical and allied products	9,500,231	100,032
Farm products	6,329,500	57,457
Hazardous commodity	5,627,288	50,276
Nonmetallic minerals	1,428,714	13,214
Scrap	1,250,535	12,963
Other	2,357,714	40,495
Total tons	48,800,000	
Total carloads		511,610



Rail traffic terminated in Iowa in 2013

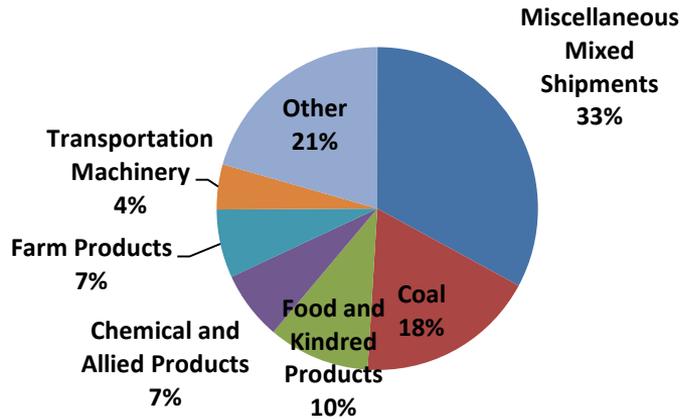
Commodity	Tons	Carloads
Coal	20,371,929	170,422
Chemical and allied products	4,838,203	50,103
Farm products	4,079,327	40,559
Food and kindred products	2,472,708	25,219
Nonmetallic minerals	1,336,993	13,278
Scrap	1,058,068	11,845
Other	3,500,099	68,562
Total tons	37,687,327	
Total carloads		379,988



Commodities Carried

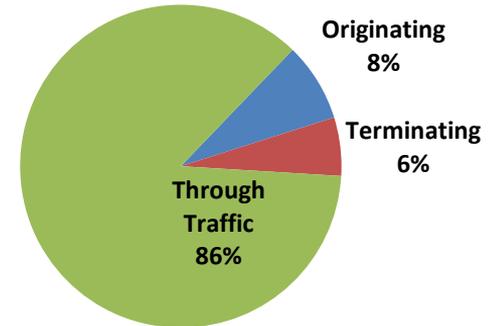
Total Commodities

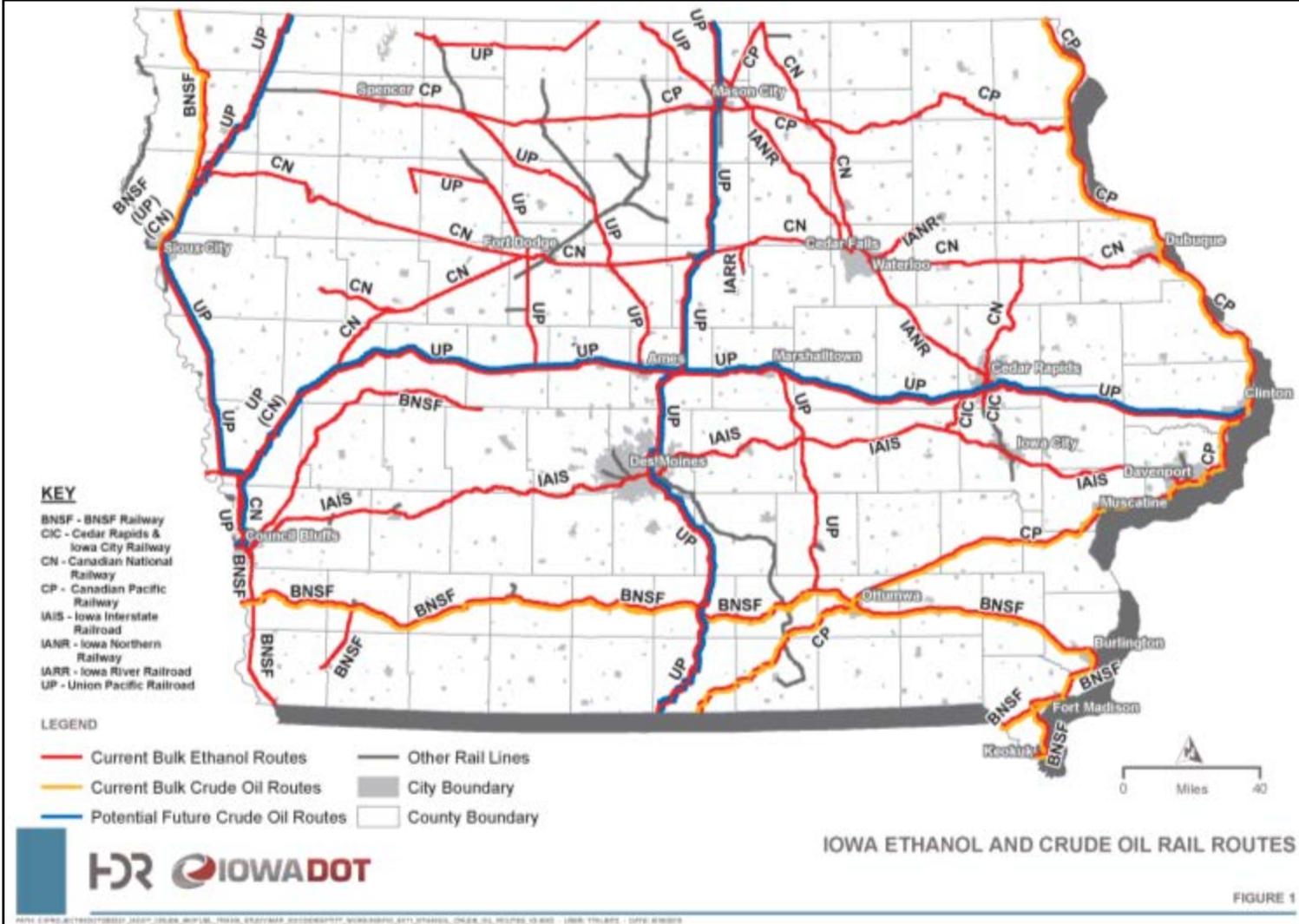
Commodity	Tons	Carloads
Miscellaneous Mixed Shipments	32,105,977	2,133,923
Coal	134,576,546	1,171,075
Food and Kindred Products	47,495,377	661,883
Chemical and Allied Products	33,326,493	445,933
Farm Products	33,687,114	445,478
Transportation Machinery	4,782,263	291,849
Other	65,688,826	1,335,002
Total tons	351,662,596	
Total carloads		6,485,143



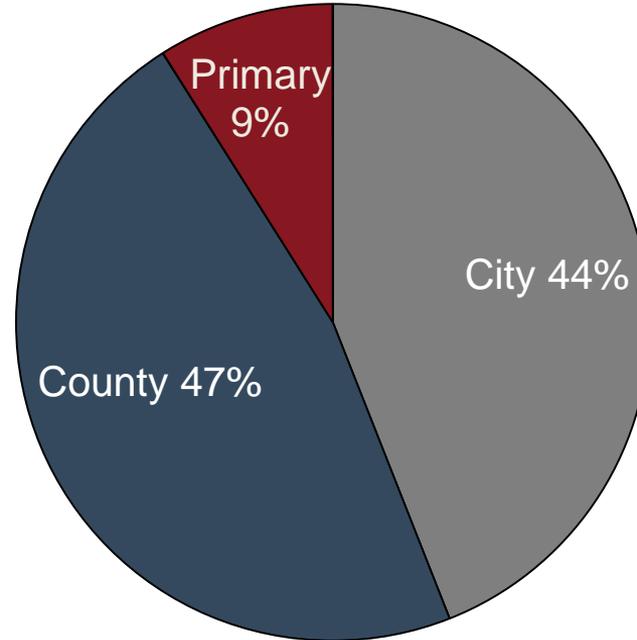
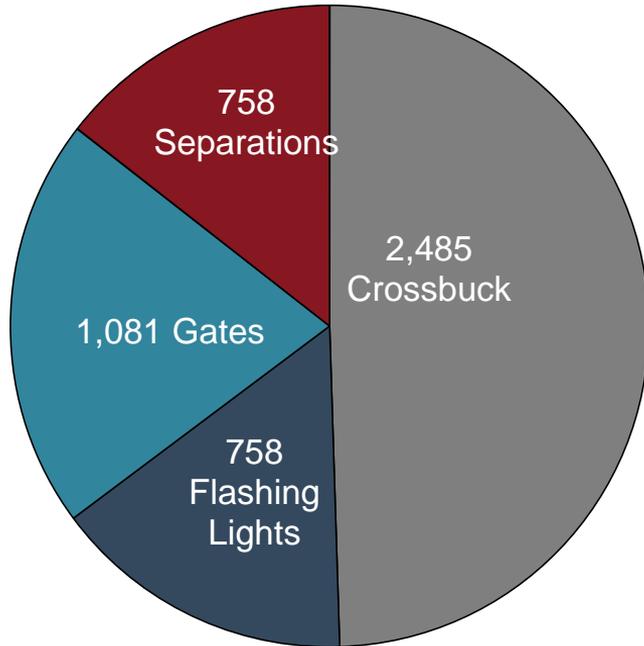
Through Traffic

Commodity	Tons	Carloads
Originating	48,800,000	511,610
Terminating	37,687,327	379,988
Through/Within	265,175,269	5,593,545
Total tons	351,662,596	
Total carloads		6,485,143



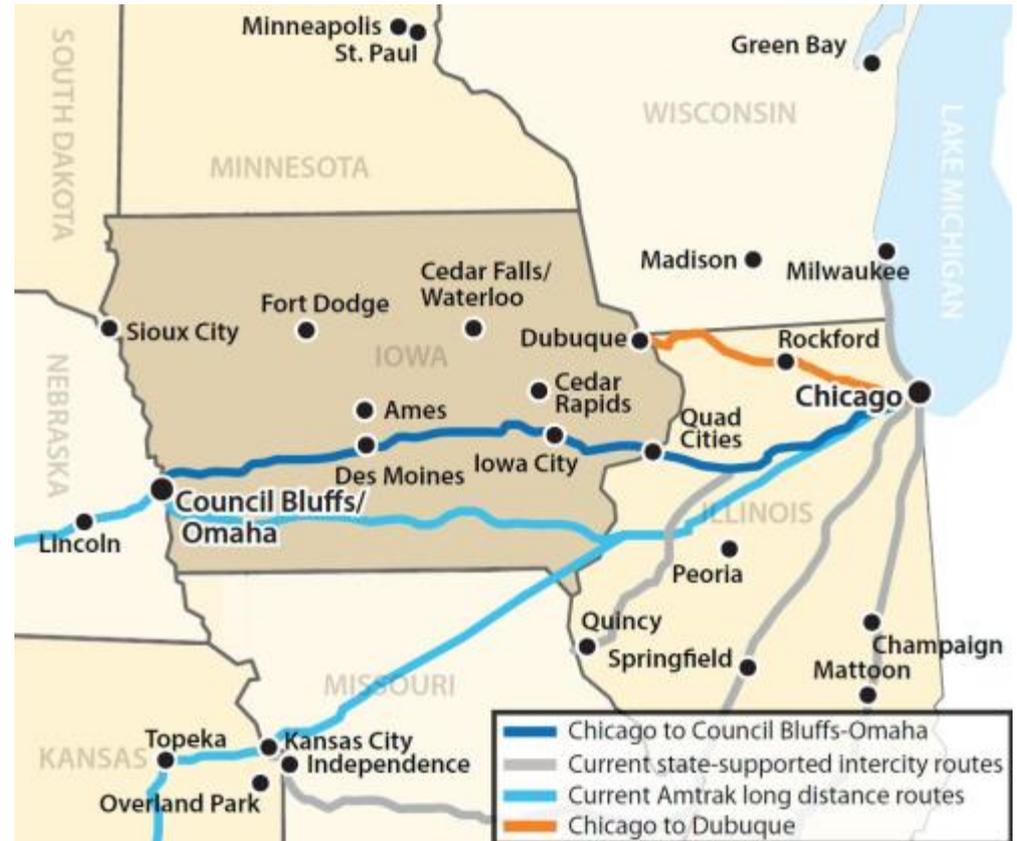


Iowa Highway-Railroad 5,061 Public Crossings



Passenger Rail in Iowa

- **Current Amtrak long distance routes**
 - California Zephyr
 - Southwest Chief
- **Looking Toward the Future**
 - Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning
 - Chicago to Iowa City Regional Passenger Rail Planning
 - Chicago to Rockford to Dubuque Passenger Rail planning by Illinois DOT



Summary of Iowa's Rail Programs and Funding levels

Program & Brief Description	Funding	Source
Highway-Railroad Grade Crossing Safety Program	\$4,700,000 annually	Federal
Iowa's Grade Crossing Safety Program	\$700,000 annually	State Road Use Tax Fund
Iowa Grade Crossing Surface Repair Program	\$900,000	State Road Use Tax Fund
Primary Road Highway-Railroad Grade Crossing Repair Program	\$300-\$600,000 annually	State Primary Road Fund
Railroad Revolving Loan and Grant Program	\$2,000,000 annually plus loan repayments	State appropriation

Visioning Process

- Session will define opportunities and constraints of the system and develop a unified vision for the action plan. The session will include an overview of the afternoon break-out sessions.

Visioning Process: SWOT Analysis

- Defined opportunities and constraints of the rail system and develop a unified vision for the action plan.

Strengths (red)	Weaknesses (black)
<ul style="list-style-type: none"> Large volume Rail network is Efficiency driven Private ownership & funding Class II & III connection to community/customer service Availability of modes 	<ul style="list-style-type: none"> Expand transload & intermodal loads & facilities Lack of additional state funding Economic development Improve efficiency Expanding capacity w/in existing railway
Opportunities (green)	Threats (orange)
<ul style="list-style-type: none"> Bottlenecks associated with yard capacity No major intermodal hub Geographically challenge Too many at-grade rail crossing Captive shippers 	<ul style="list-style-type: none"> Aging infrastructure Truck size & weight (33' trailers) Regulatory Issues (PTC) Passenger = lower performance of freight rail Uncertainty

2016 **IOWA RAIL PLAN**



Break

Lunch and small group sessions



Issues Identification

- Passenger Rail
- Safety and Security of Highway/Rail Operations
- Economic and Workforce Development
- Multimodal Freight Networks
- Multimodal Freight Link and Connectors

2016 **IOWA RAIL PLAN** 

Break



Focus Group Reports

2016 **IOWA RAIL PLAN**



Combined Stakeholder Engagement

Freight and Rail Plan

2016 **IOWA RAIL PLAN**



Stakeholder Participation



High Leverage Stakeholder Committee

- Develop and validate issues related to each plan.
- Composed of local persons having an active role in the community.

*High Leverage Stakeholder Committee members will be selected by the Iowa DOT and actively recruited with the assistance of local governments.

Shipper Interviews

- Learn shipper attitudes about current rail and freight issues.
- Learn about the role and importance of public programs.
- Explore interest and use for shippers without on-site rail access.



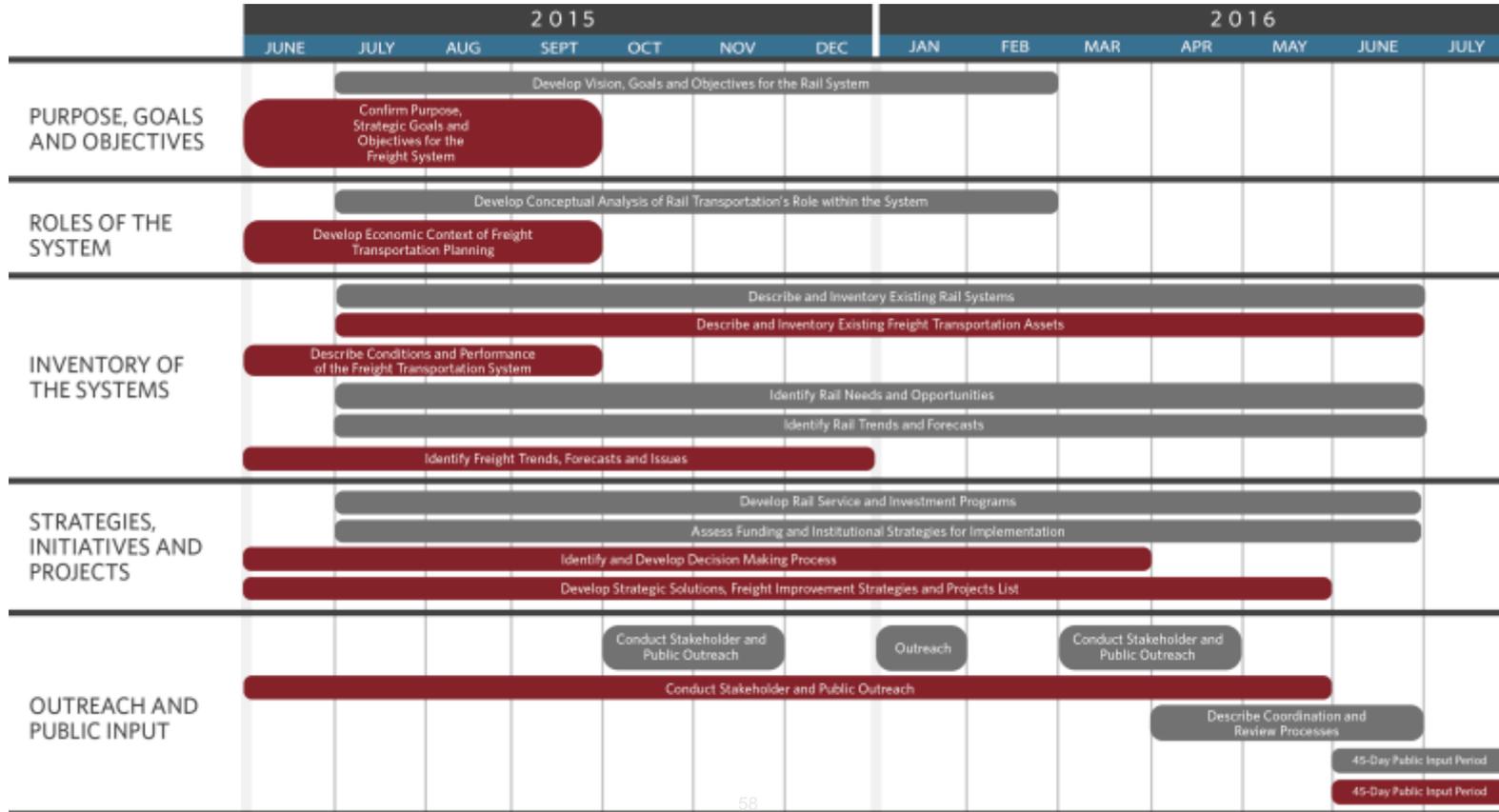
Public and Online Meetings

- Solicit public input about rail and freight issues.
- Identify opportunities for freight and passenger rail.
- Educate the public about:
 - the purpose of the State Rail and Freight Plans
 - vision and goals
- Online meeting provided to allow public comments.

2016 Iowa Rail and Freight Plan Task Overview

Rail Plan 
 Freight Plan 

Slide 58





<http://engagefreightrailplans.iowadot.gov/>



Email us
info@EngageFreightRailPlans.com

Thank you