



Iowa State Rail Plan Final

Appendix F

Outreach Elements and Comments

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F.1 HLSC Meeting Summaries and Committee Invitee Lists



**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 of 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

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

2016 **IOWA RAIL PLAN**



- 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*

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



Next Steps

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



Appendix A: Meeting Invitation



www.iowadot.gov

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	✓

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



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

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

2016 **IOWA RAIL PLAN** 



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

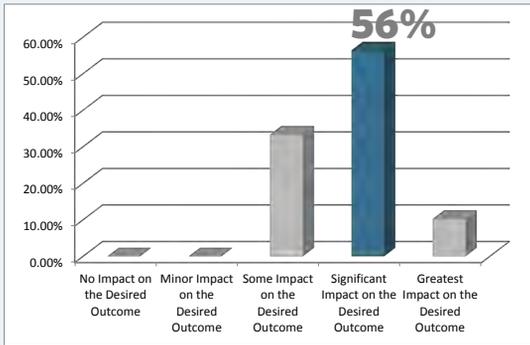
Freight Plan - Goal Verification

Issues-Based Workshop

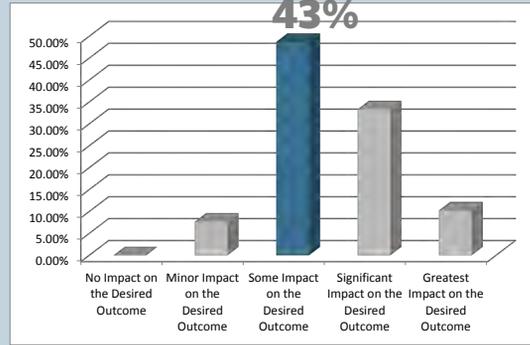
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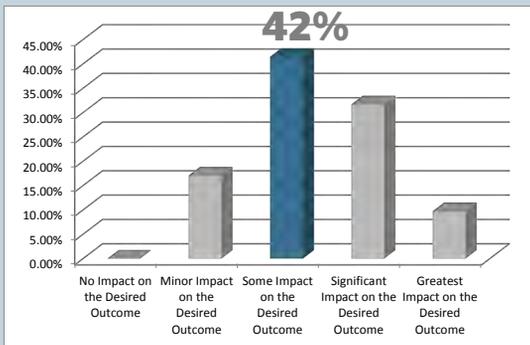
Freight Goals & Percentage of Impact



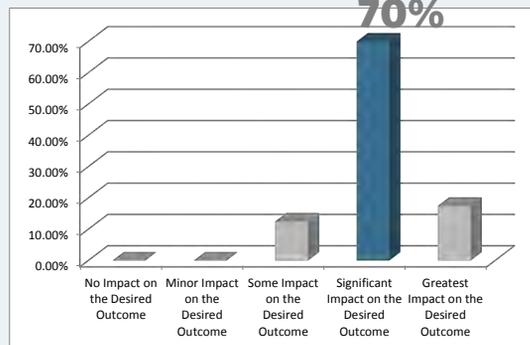
- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness



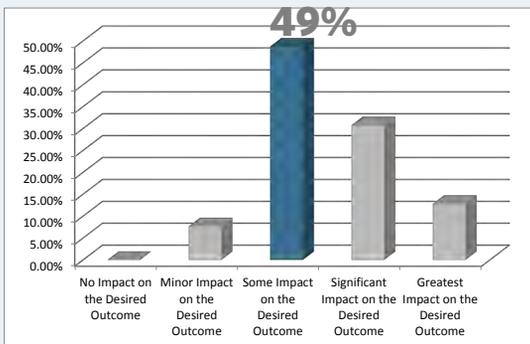
- Reduce congestion on the freight transportation system



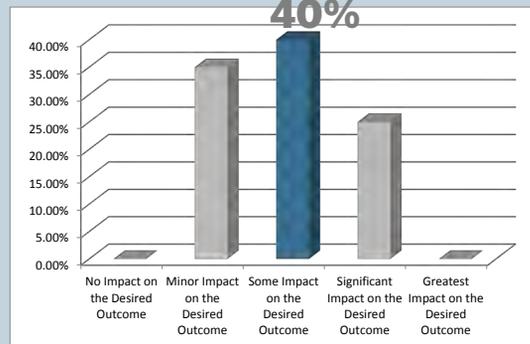
- Improve the safety, security, and resiliency of the freight transportation system



- 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

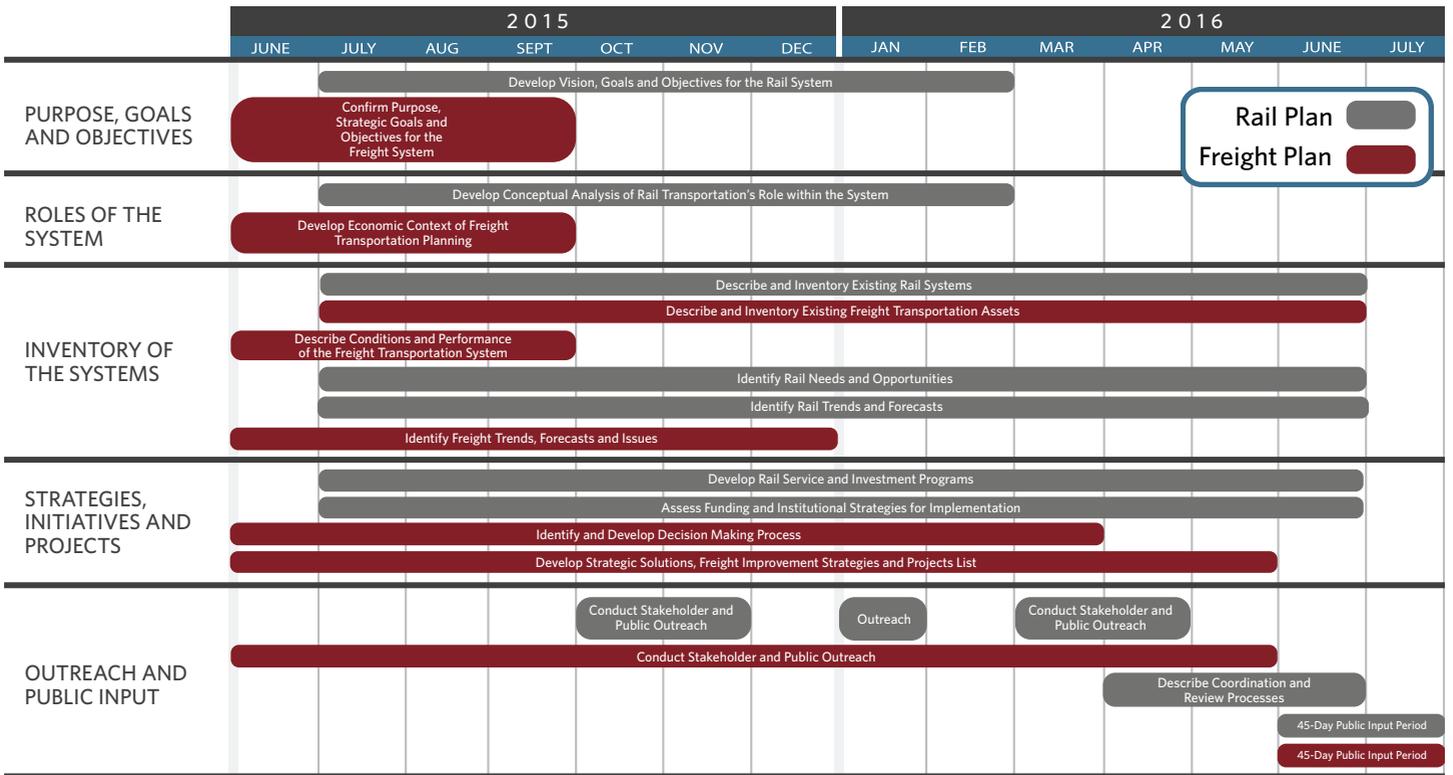
After discussing the current goals, participants discussed additions that could be considered:

- 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



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

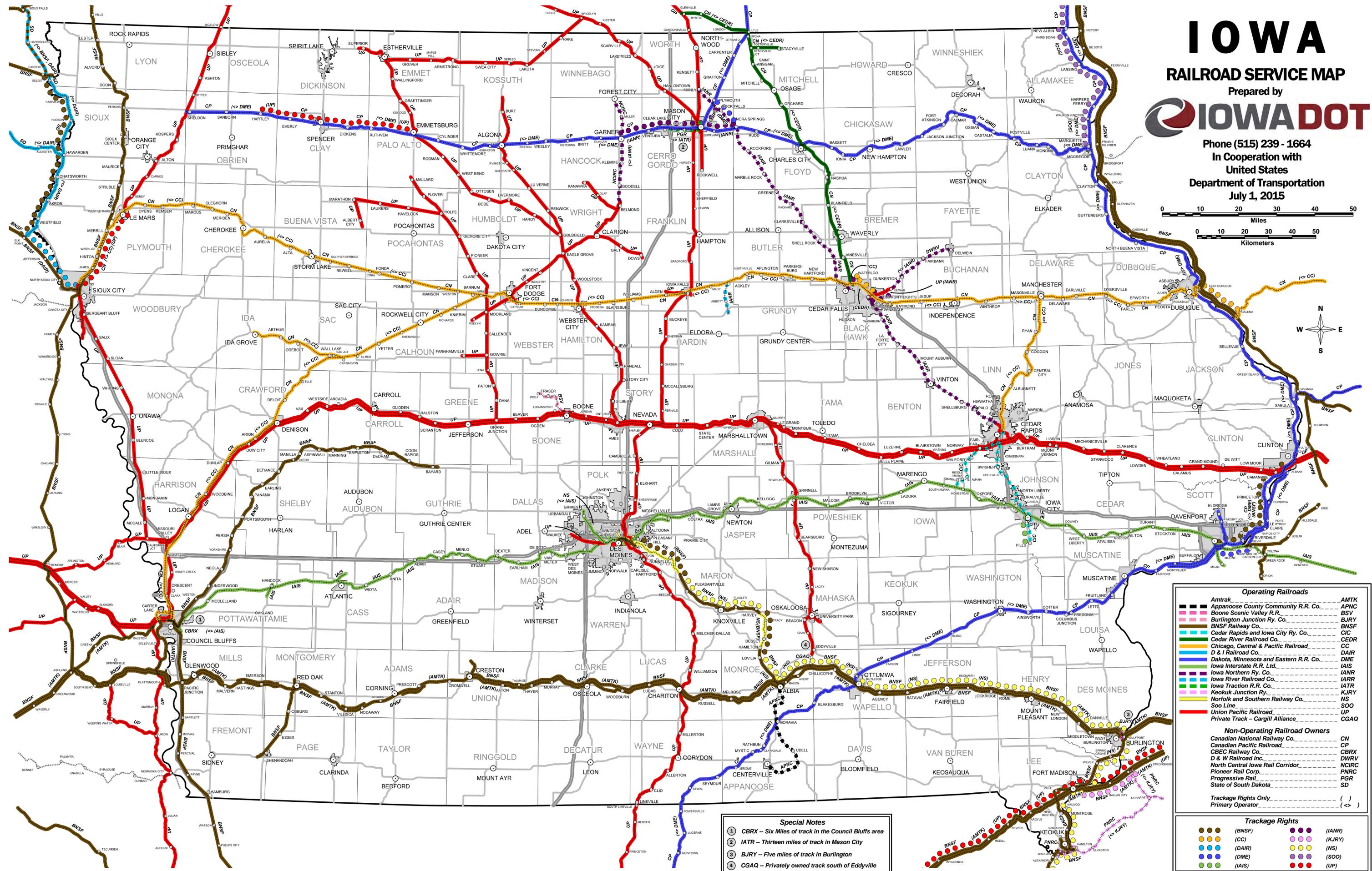
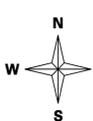
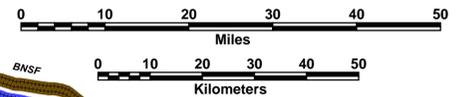


Phone (515) 239-1664

In Cooperation with
United States

Department of Transportation

July 1, 2015



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
	CEDR
	CC
	DAIR
	DME
	IAIS
	IANR
	IARR
	IATR
	KJRY
	NS
	SOO
	UP
	CGAQ

Non-Operating Railroad Owners	
	Canadian National Railway Co.
	Canadian Pacific Railroad
	CBEC Railway Co.
	D & W Railroad Inc.
	North Central Iowa Rail Corridor
	Pioneer Rail Corp.
	Progressive Rail
	State of South Dakota
	CN
	CP
	CBRY
	DWRV
	NCIRC
	PNRC
	PGR
	SD

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

Special Notes

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

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

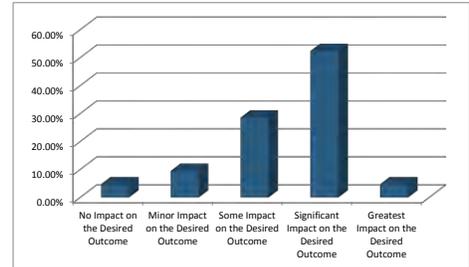
Total Participants
21

Average Score
0.00%

Questions
36

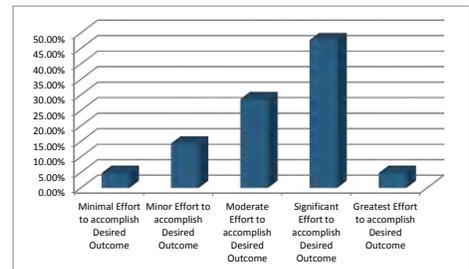
2. Maximize the advantages inherent to Iowa's geographic proximity (Multiple Choice)

	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
Totals	100%	21



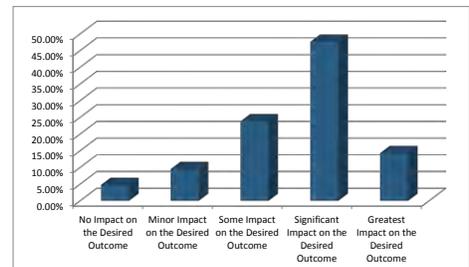
3. Maximize the advantages inherent to Iowa's geographic proximity (Multiple Choice)

	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
Totals	100%	21



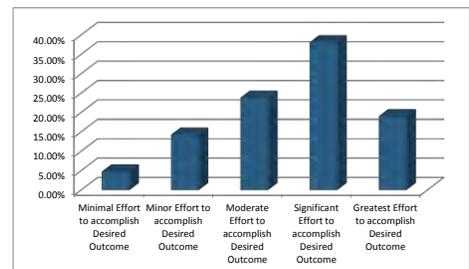
4. Explore/create other funding sources to increase investment in the freight transportation system (Multiple Choice)

	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
Totals	100%	21



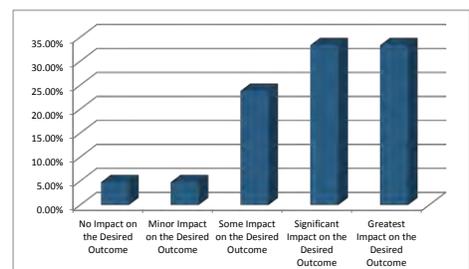
5. Explore/create other funding sources to increase investment in the freight transportation system (Multiple Choice)

	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
Totals	100%	21



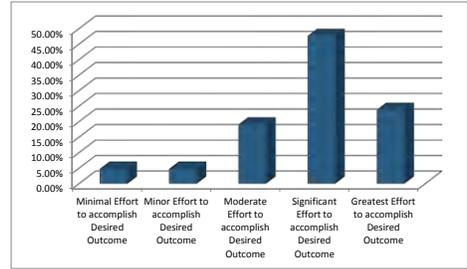
6. Target investments to address mobility issues that impact freight facilities (Multiple Choice)

	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
Totals	100%	21



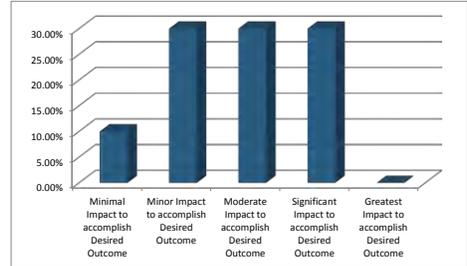
7. Target investments to address mobility issues that impact freight facilities (Multiple Choice)

	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
Totals	100%	21



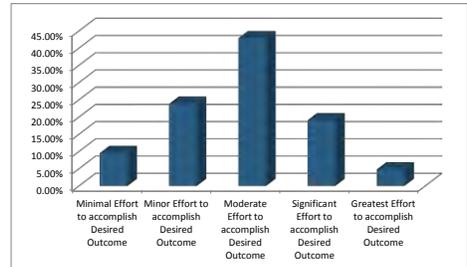
8. Utilize designs that are compatible with oversize/overweight freight movements (Multiple Choice)

	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
Totals	100%	10



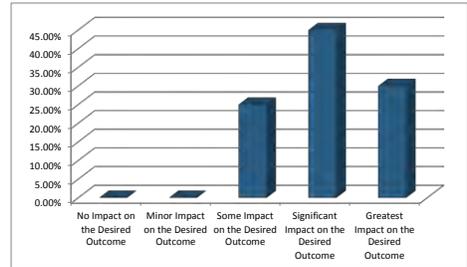
9. Utilize designs that are compatible with oversize/overweight freight movements (Multiple Choice)

	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
Totals	100%	21



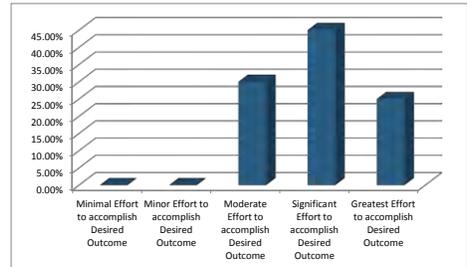
10. Target investments on the interstate system at a level that reflects the importance of this system for moving freight (Multiple Choice)

	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
Totals	100%	20



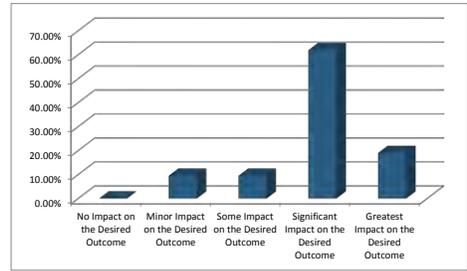
11. Target investments on the interstate system at a level that reflects the importance of this system for moving freight (Multiple Choice)

	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
Totals	100%	20



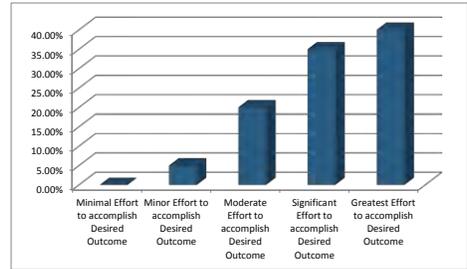
12. Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues (Multiple Choice)

	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
Totals	100%	21



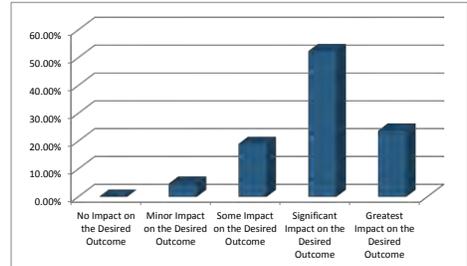
13. Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues (Multiple Choice)

	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
Totals	100%	20



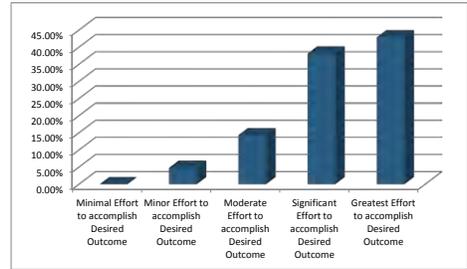
14. Advance a 21st century farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces (Multiple Choice)

	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
Totals	100%	21



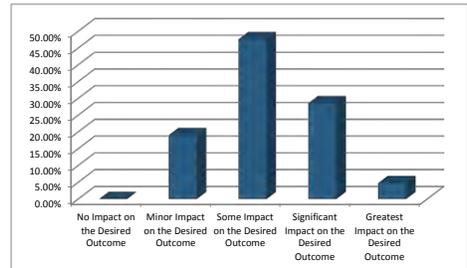
15. Advance a 21st century farm-to-market system that moves products seamlessly across road, rail, and water to global marketplaces (Multiple Choice)

	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
Totals	100%	21



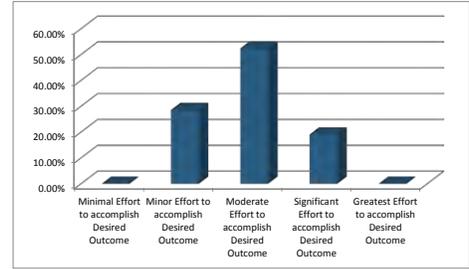
16. Implement asset management tools and practices and promote their use at the local level (Multiple Choice)

	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
Totals	100%	21



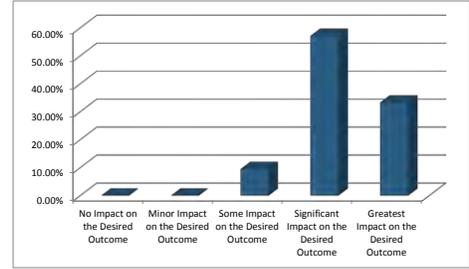
17. Implement asset management tools and practices and promote their use at the local level (Multiple Choice)

	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
Totals	100%	21



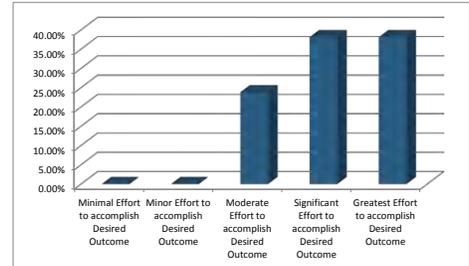
18. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency (Multiple Choice)

	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
Totals	100%	21



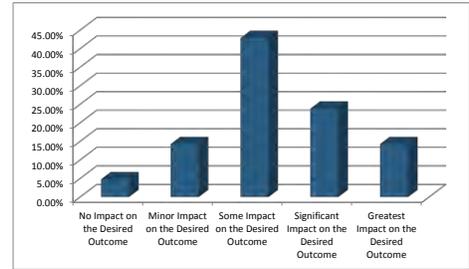
19. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency (Multiple Choice)

	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
Totals	100%	21



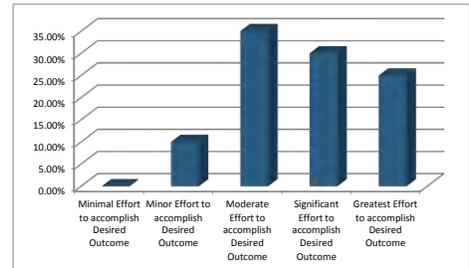
20. Optimize the availability and use of freight shipping containers (Multiple Choice)

	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
Totals	100%	21



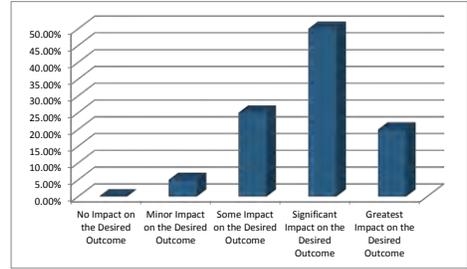
21. Optimize the availability and use of freight shipping containers (Multiple Choice)

	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
Totals	100%	20



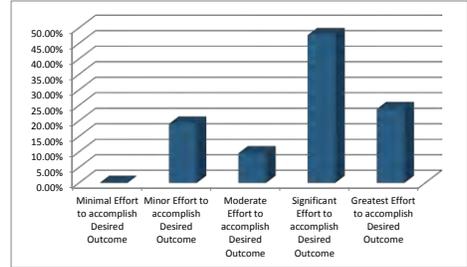
22. Explore opportunities for increasing value-added production within the state (Multiple Choice)

	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
Totals	100%	20



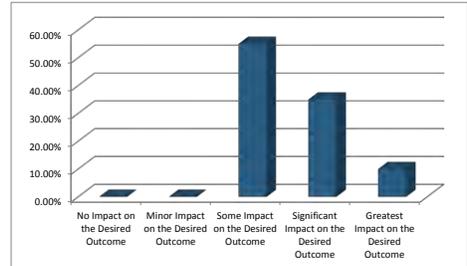
23. Explore opportunities for increasing value-added production within the state (Multiple Choice)

	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
Totals	100%	21



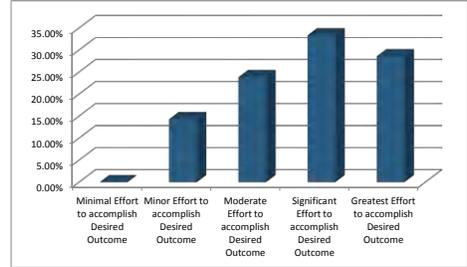
24. Continue to advance efforts on the M-35 Marine Highway Corridor (Multiple Choice)

	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
Totals	100%	20



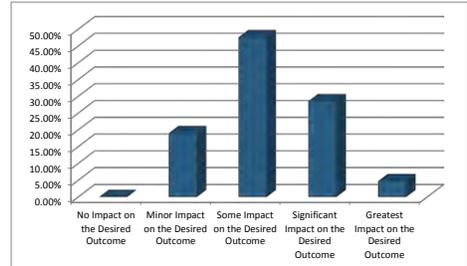
25. Continue to advance efforts on the M-35 Marine Highway Corridor (Multiple Choice)

	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
Totals	100%	21



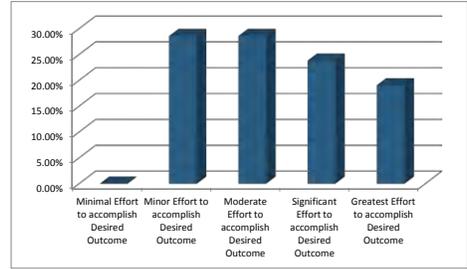
26. Provide real-time information on system conditions to support the movement of freight (Multiple Choice)

	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
Totals	100%	21



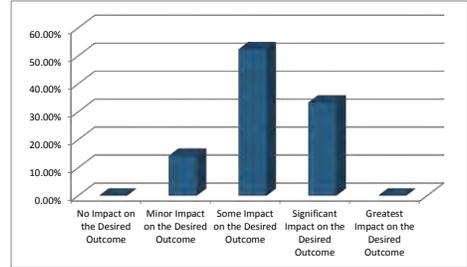
27. Provide real-time information on system conditions to support the movement of freight (Multiple Choice)

	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
Totals	100%	21



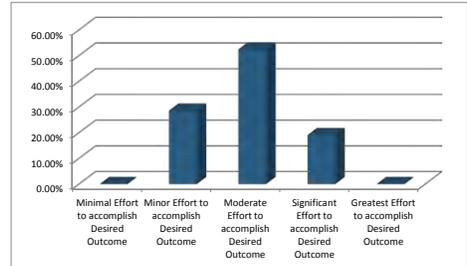
28. Leverage information from users of the system to support advanced decision-making and incident avoidance (Multiple Choice)

	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
Totals	100%	21



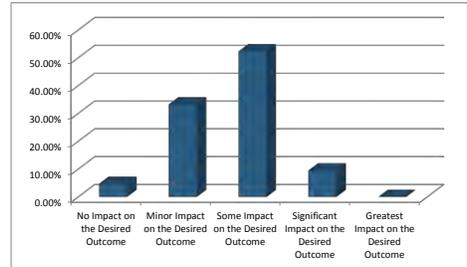
29. Leverage information from users of the system to support advanced decision-making and incident avoidance (Multiple Choice)

	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
Totals	100%	21



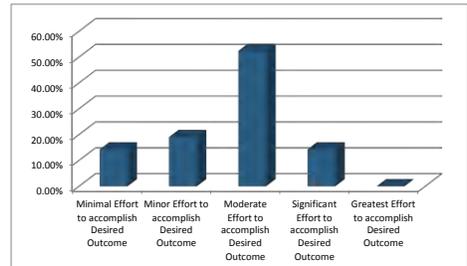
30. Provide measured, clear, non-technical performance results for the freight system (Multiple Choice)

	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
Totals	100%	21



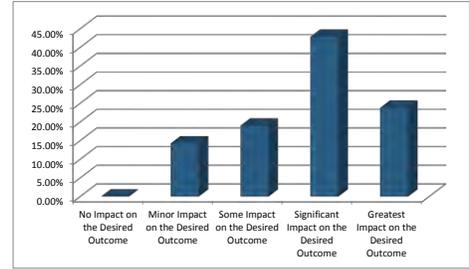
31. Provide measured, clear, non-technical performance results for the freight system (Multiple Choice)

	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
Totals	100%	21



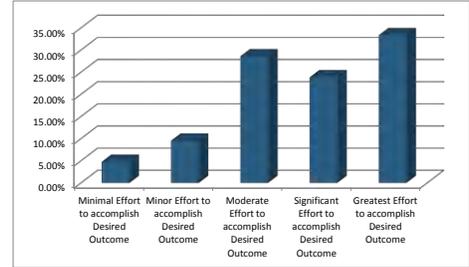
32. Streamline and align freight-related regulations and minimize unintended consequences (Multiple Choice)

	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
Totals	100%	21



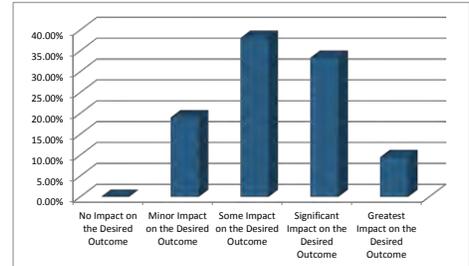
33. Streamline and align freight-related regulations and minimize unintended consequences (Multiple Choice)

	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
Totals	100%	21



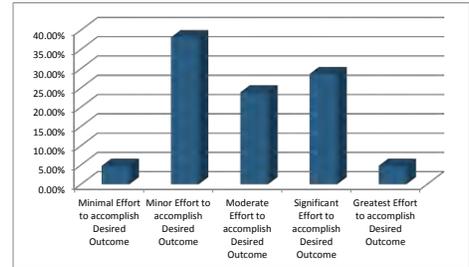
34. Act as a point of contact and educator on freight transportation options (Multiple Choice)

	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
Totals	100%	21



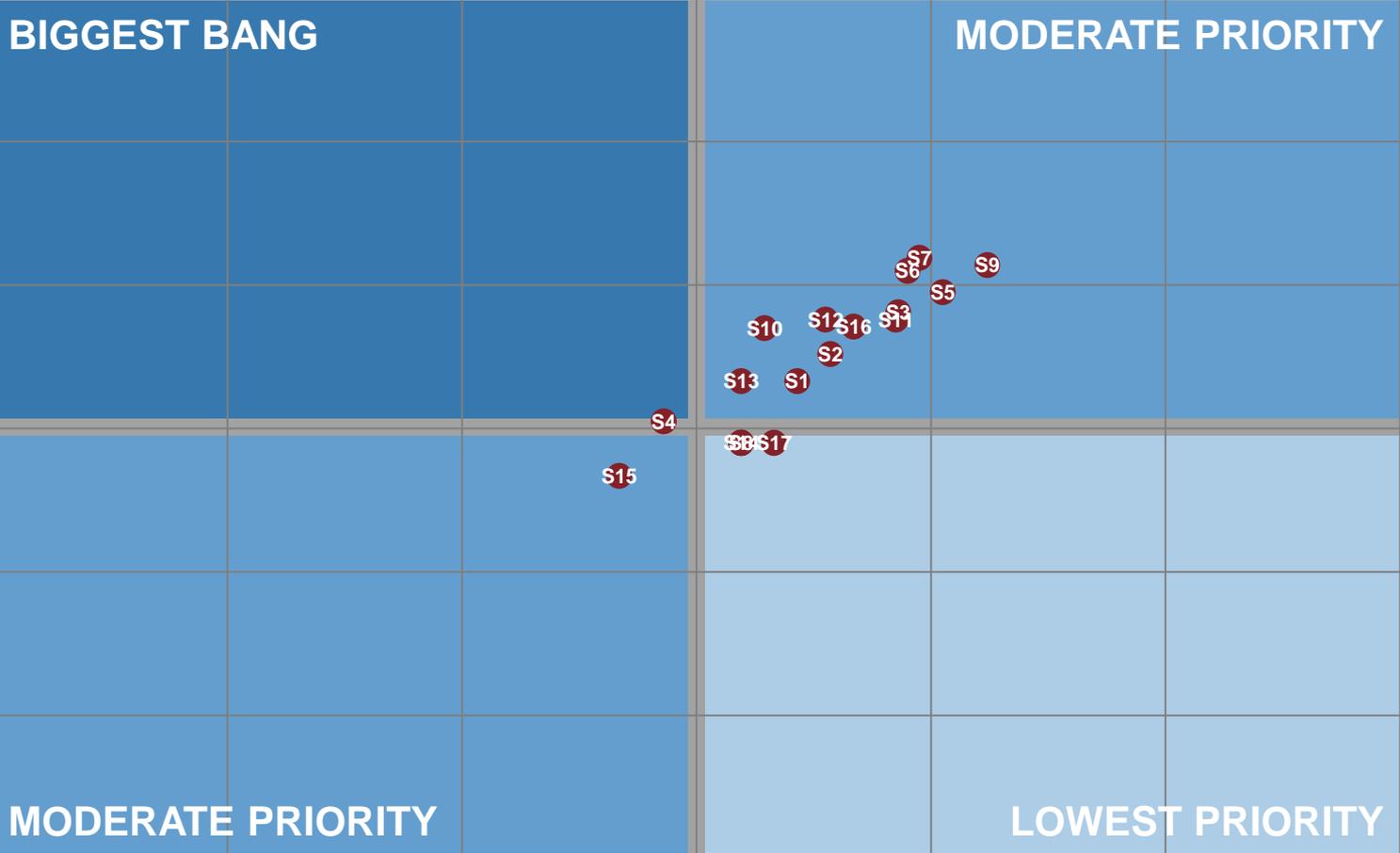
35. Act as a point of contact and educator on freight transportation options (Multiple Choice)

	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
Totals	100%	21



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 –*
 - *3rd 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

Rail Plan Draft Vision, Goals and Actions



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



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



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%

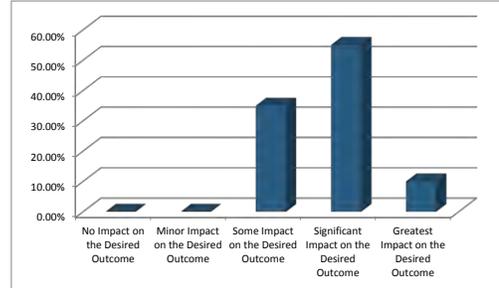
Questions
6

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%
Totals	100%

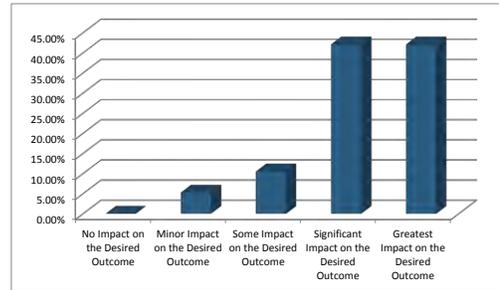
Impact on the Desired Outcome
Totals



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%
Totals	100%

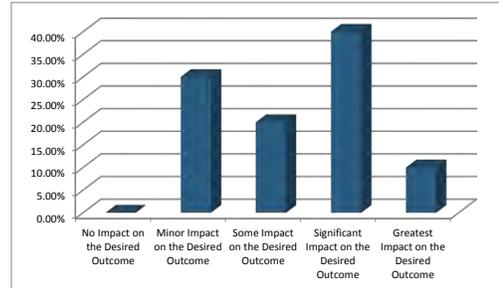
Impact on the Desired Outcome
Totals



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%
Totals	100%

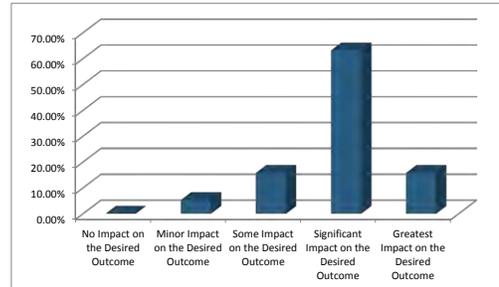
Impact on the Desired Outcome
Totals



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

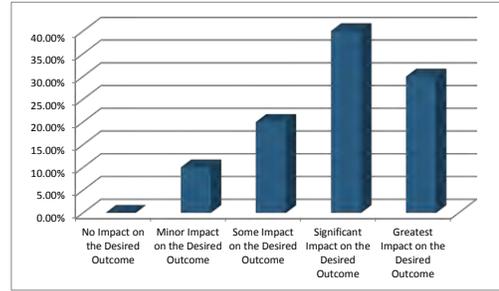
Responses	
Percent	Count
Impact on the Desired Outcome	0.00%
Impact on the Desired Outcome	5.26%
Impact on the Desired Outcome	15.79%
Impact on the Desired Outcome	63.16%
Impact on the Desired Outcome	15.79%
Totals	100%

Impact on the Desired Outcome
Totals



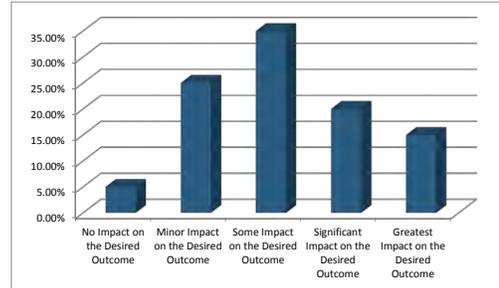
5. Ensure economic competitiveness and development that would support business in Iowa (Multiple Choice)

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
Totals	100%	20



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
Totals	100%	20





Iowa Department of Transportation
State Freight Plan and State Rail Plan
High Leverage Stakeholder Committee Meeting #2
Summary

Prepared for the Iowa Department of Transportation
by HDR
March 2016

Iowa Department of Transportation
State Rail Plan and State Freight Plan
HLSC Meeting #2 Summary



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Meeting Summary

Meeting Overview

The Iowa Department of Transportation (Iowa DOT) hosted the second of three High Leverage Stakeholder Committee (HLSC) meetings to engage stakeholders in the rail and freight industry in the development of the State Freight and Rail Plans. The meeting was held on Thursday, February 25, 2016, in Ankeny, Iowa, and consisted of four interactive exercises that sought to gather input on the current strategies for improvements and the location-specific projects relative to each plan.

Outreach

Invitations were distributed to 41 recipients via email. Table 1 summarizes the outreach efforts for this meeting. See Appendix A: Meeting Invitation for the invitation content. The consultant team followed up with invitees through phone calls.

Table 1. Meeting Outreach

Outreach	Date	Number of Emails Distributed/Phone Calls
HLSC #2 Invitation Email	1/8/2016	41
HLSC #2 Reminder Invitation Email	2/12/2016	41
HLSC #2 Agenda Email	2/19/2016	41
HLSC #2 Follow-up Phone Calls	2/22/2016	6

Attendees

Twenty-six 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

Table 2 summarizes the roles and responsibilities of each team member in attendance.

Table 2. Staff Roles and Responsibilities

Name	Organization	Responsibility
Jara Sturdivant-Wilson	HDR	Floater/Facilitator/Registration Freight Activity 1: District 6 Scribe
Laura Heilman	HDR	Facilitator Freight Activity 1: District 5 Scribe
Kevin Keller	HDR	Facilitator Freight Activity 1: District 1 Scribe Rail Activity 1: Category 4 Scribe
Justin Fox	CDM Smith	Facilitator

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Name	Organization	Responsibility
		Freight Activity 1: District 3 Scribe Rail Activity 1: Category 2 Scribe
Chris Goepel	HDR	Facilitator Freight Activity 1: District 2 Scribe Rail Activity 1: Category 1 Scribe
Barb Wells	CDM Smith	Facilitator Freight Activity 1: District 4 Scribe Rail Activity 1: Category 3 Scribe
Amanda Martin	Iowa DOT	IADOT representative
Sam Hiscocks	Iowa DOT	IADOT representative
Garrett Pedersen	Iowa DOT	IADOT representative
Tammy Nicholson	Iowa DOT	IADOT representative
Craig Markley	Iowa DOT	IADOT representative
Kyle Barichello	Iowa DOT	IADOT representative
Diane McCauley	Iowa DOT	IADOT representative
Phil Meraz	Iowa DOT	IADOT representative/Timekeeper
Jeff Von Brown	Iowa DOT	IADOT representative
Laura Hutzell	Iowa DOT	IADOT representative
Sam Shea	Iowa DOT	IADOT representative
Ed Engle	Iowa DOT	IADOT representative

Meeting Agenda and Outcomes

The meeting was held Thursday, February 25, 2016, at the Courtyard Des Moines Ankeny located at 2405 SE Creekview Dr, Ankeny, Iowa. Registration began at 9:30 a.m.

- 9:30 a.m. – 10:00 a.m.:** Attendee Registration
- 10:00 a.m. – 10:15 a.m.:** Welcome, Safety Briefing, Meeting Purpose
- 10:15 a.m. – 10:20 a.m.:** Icebreaker #1
- 10:20 a.m. – 10:30 a.m.:** State Freight Plan, State Rail Plan Update
- 10:30 a.m. – 10:40 a.m.:** State Freight Plan Input Exercise #1
- 10:40 a.m. – 10:45 a.m.:** Icebreaker #2
- 10:45 a.m. – 12:00 p.m.:** VCAP Introduction and State Freight Plan Input Exercise #2
- 12:00 p.m. – 12:30 p.m.:** Lunch
- 12:30 p.m. – 12:35 p.m.:** Icebreaker #3
- 12:35 p.m. – 2:00 p.m.:** FRA guidance introduction and State Rail Plan Input Exercises 1 and 2

Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting #2 Summary

2016 IOWA RAIL PLAN



Welcome, Meeting Purpose

Participants received a registration packet at check-in that included the following:

- *Meeting handout*
- *Freight activity materials:*
 - *Modal list improvement handouts (air and waterways)*
 - *Value, Condition and Performance (VCAP) handout*
 - *VCAP maps (statewide, metro and by district)*
- *Rail activity material:*
 - *Railroad service map*

See Appendix C for the attendee registration packet.

The meeting began with a brief introduction from HDR Consultant Kevin Keller. The introduction included the meeting purpose – to provide updates on the status of both plans and to gather input on the current strategies for improvements and location-specific projects relative to each plan. After the welcome, HDR Consultants Jara Sturdivant-Wilson and Laura Heilman facilitated the first of three icebreaker activities of the meeting.

State Freight Plan, State Rail Plan Update

Keller walked participants through the current plan development schedule previewing the next High Leverage Stakeholder Committee Meeting #3 and the upcoming Public Meeting. Iowa DOT Systems Planning team member Sam Hiscocks provided an update on the Freight Plan schedule.

Keller provided participants an update on the voting exercise they participated in at the first High Leverage Stakeholder Committee meeting. This voting exercise asked respondents to indicate the level of effort and impact it would take to implement the freight strategies. Participants were able to see how their voting results compared to the results from the Freight Advisory Council (FAC) meeting and Iowa DOT facilitated-survey. All voting results showed a strong 1:1 correlation between effort and impact, meaning that the measure of impact a certain strategy would have matched the effort it would take to accomplish it. This result made it difficult to identify strategies that could be prioritized (those with high impact and low effort) or discarded (high effort and low impact). These results showed that all groups had a similar assessment of the strategies, and that the strategies identified were appropriate (no strategies were voted as having very low impact).

Iowa DOT Rail Planning team member Amanda Martin updated participants on the Rail Plan status. Keller concluded this portion of the meeting by highlighting the results of the rail plan goal voting exercise from the first HLSC meeting and FAC meeting. Again, these results showed that the two groups had very similar views of the impact of the goals; both groups individually prioritized the goals in the same order.

This portion of the meeting concluded with a brief discussion on the updated Rail Plan vision. No participants suggested any further changes to the vision.

State Freight Plan Input Exercises

Modal Improvement List Review

Hiscocks introduced the current air and waterway improvements. After the introduction, he asked participants to identify any fatal flaws in the identification process or changes to the list of improvements.

Regarding the air improvements, participants questioned why other airports were not highlighted during the exercise (Hiscocks said that this was because the other airports in the state combined had less than 1 percent of the traffic volume in the state), and noted that, although it is out of state, the Omaha Eppley airport does affect freight movement in Iowa and should be considered in the overall assessment and improvement recommendations.

Regarding the waterway improvements, participants noted the following:

- *There are opportunities in the Kansas area.*
- *We should view the Missouri River as a valued resource.*

Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting #2 Summary



- *There should be an understanding of the future of the viability of waterways (when do they become inoperable?).*
- *We should do asset planning for our infrastructure, with an understanding of the potential risk for failure.*
- *There should be a contingency plan for infrastructure failure.*
- *Ports to the East and West can serve as contingencies.*
- *Rather than acting in a reactionary way, the industry should focus on forecasting trends and potentialities.*
- *Is there a current study of Iowa locks [it was noted by staff that the Freight Plan does include this].*
- *With the expansion of the Panama Canal, there will be more north-south traffic on inland waterways in the future.*
- *There should be a list of the information the Iowa DOT should and can obtain about facilities on the Iowa side of the Mississippi River.*
- *Ports only function when connected to other modes; there should be a focus on connectivity, access, and linkage points.*
- *There is a need for legislation to connect river and rail.*
- *There is a high regional interest in an intermodal container port; do any currently exist to the east or west of Iowa?*
- *Can we leverage or use data from the LIFTS grant applications or reports?*

Value, Condition, and Performance (VCAP) Highway Improvements Exercise

Hiscocks introduced the Value, Condition and Performance (VCAP) process to participants. After the introduction, participants spent time reviewing the entire highway VCAP list and the corresponding maps by district.

Once finished with the review, participants were able to walk around the room and review the VCAP maps by districts. Technical experts were stationed at each district map and were available to provide background information and answer questions. Scribes were also placed at each of the district maps to capture any notes from participants.

Participants questioned how seasonality is accounted for in rankings, as it affects truck volume, particularly in rural areas. Fall is typically busier than summer and winter, for example. Participants also questioned if rankings were based on bottlenecks at intersections only, or if they were ranked based on bottlenecks of corridors. There was also a comment that the Iowa DOT should compare projects on a district basis in order to prioritize projects.

Table 3 provides a summary of notes for each district; see Appendix D for the full list of results by district.

Table 3. District Input Summary

District	District Result Summary
1	<ul style="list-style-type: none"> • <i>There was recent construction at Highway 27.</i>
2	<ul style="list-style-type: none"> • <i>There needs to be improved traffic flow and congestion mitigation at point 13.</i> • <i>Bigger signs are needed on 380/218 through Waterloo for the Avenue of the Saints route.</i>
3	<ul style="list-style-type: none"> • <i>No district-specific notes.</i>
4	<ul style="list-style-type: none"> • <i>A new bridge crossing the river from I-29 in the Council Bluffs Area to Eppley Airfield in Omaha has been proposed in this District.</i> • <i>Iowa DOT should look at the corridors in this district.</i>

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 HLSC Meeting #2 Summary



District	District Result Summary
5	<ul style="list-style-type: none"> • All comments were in regard to the area around point 41, in Muscatine. • Lots of work is currently underway in and around Muscatine, especially on existing Hwy 61 and Old Hwy 61. • There is non-recurring congestion in Muscatine due to detours/diversion from I-80. The ongoing safety study (diversion) should be coordinated with current and future efforts in order to mitigate these issues: • Increased economic development projects are happening in Muscatine.
6	<ul style="list-style-type: none"> • The US 67 bridge in the Quad Cities should be addressed • US 30/IA 136 Clinton Bridges should be addressed • The 174 corridor should continue to be a priority project. • Iowa should coordinate with Illinois on the replacement of the I-80 bridge

At the end of review period, facilitators asked participants to identify any fatal flaws with the process and/or changes to the list of improvements.



Participants reviewing District 5 comments.



State Rail Plan Input Exercises

Railroad Capital Investments and Projects in Iowa Exercise

After lunch, consultant team member Kevin Keller introduced the Federal Railroad Administration (FRA) guidance for the development of State Rail Plans. Keller then asked participants to outline their needs for rail within four main project categories:

1. *Capacity and mitigation of operational chokepoints*
2. *Safety*
3. *Economic development*
4. *Modal connectivity*

The consultant team prepared a number of examples under each category before the meeting, which were shown on the flip charts at the beginning of the exercise. Scribes captured additional responses from participants. After the lists were complete, participants had 20 minutes to vote on the lists using a set of colored stickers. Participants were given three red voting stickers to identify types of projects to be prioritized, three blue voting stickers to indicate short-term projects, and three green voting stickers to indicate long-term projects. At the end of the exercise, facilitators asked participants how the Iowa DOT could best facilitate the priorities of their organization.

Table 4 shows the capital investments and projects that received the highest overall number of votes. See Appendix E for the full list of capital investments and projects, priority voting results, and feedback on how the Iowa DOT could best help organizations accomplish their priorities.

Table 4

Category	Capital Investments and Projects	Number of Votes Received			
		RED Priority	GREEN Long Term	BLUE Short Term	TOTAL
Economic Development	Transload/intermodal facility	13	4	4	21
Modal Connectivity	Passenger	7	4	5	16
Safety	Crossing closures	7	2	7	16
Safety	Grade separations	5	8	2	15
Modal Connectivity	Connectivity and interchange	6	4	4	14

Rail Map Exercise

Keller then introduced the last rail exercise and invited participants to walk around the meeting room to view large maps of the existing rail service in the state of Iowa. Meeting participants received three of each color of sticker and unlimited voting tape.

Participants were asked to add stickers and tape to the rail maps with the following guidelines:

- *Yellow stickers identified changes to existing or additional (if applicable) passenger rail stations in Iowa.*
- *Pink stickers identified changes or additions/additional points (if applicable) to existing points of freight rail access in Iowa (i.e. industrial spur, transload).*
- *Green tape identified changes to existing passenger rail services in Iowa or recommended additions (if applicable) (including intercity and commuter rail).*
- *Blue tape identified changes to existing freight rail services in Iowa or recommended additions if applicable (including new routes or reactivated abandoned routes).*

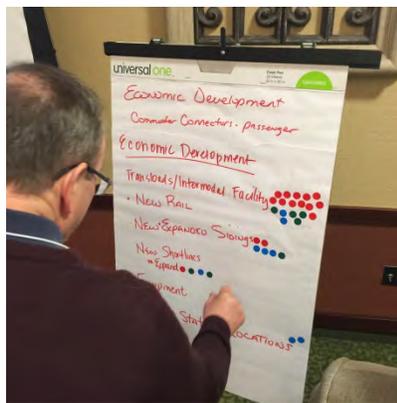
Passenger Rail

- Participants used green tape to mark routes changes or additions to existing passenger rail services. These routes were either north-south, through the center of the state closely paralleling I-35, or east-west closely paralleling I-80. Marked routes went through the entire state, intended to connect to major population centers in surrounding states.
- Yellow stickers marked changes or additions to existing passenger rail stations. These stickers focused on larger cities and metropolitan areas. Most were found on the east side of the state, along the I-80 corridor, or along a central north-south spine, along the I-35 corridor.

Freight Rail

- Pink stickers identified changes or additions to existing points of freight rail access. Pink stickers were clustered in larger cities and metropolitan areas.
- Participants used blue tape to mark routes for changes or additions to existing freight rail services. Areas along the western edge of the state, as well as straight of Des Moines and straight east of Cedar Rapids, were identified.

See Appendix F for images of the rail maps and the full list of identified additions or changes to rail services. At the end of the meeting, participants were asked about what studies could inform the State Rail Plan. Study priorities include intermodal, industrial park, and market studies; infrastructure needs; multi-modal and regional network connections; and macroeconomic studies. The Iowa DOT also shared what they needed from the shipping community – public-private partnerships, anchor tenants, network upgrades and infrastructure.



Participants voting during the State Rail Plan exercises. .

Iowa Department of Transportation State Rail Plan and State Freight Plan HLSC Meeting #2 Summary

2016 **IOWA RAIL PLAN**



Next Steps

Keller closed the meeting with a preview of the next HLSC meeting and upcoming public and online meetings.



Appendix A: Meeting Invitations



January 8, 2015

Happy New Year! We hope this email finds you well. We look forward to seeing you again at our second High Leverage Stakeholder Committee meeting on Thursday, February 25th from 10:00 am to 2:00 pm at the Courtyard Des Moines Ankeny. Please note that the start time for this meeting is one hour earlier than the previous meeting.

From the Issues-Based Workshop, online survey and our first High Leverage Stakeholder Committee meeting, stakeholders like you have provided information that will continue to guide us as we move forward in developing both of the Plans. During this meeting, we will provide a summary of the input we have gathered for both the Iowa State Rail and State Freight Plans. **As we head into our second High Leverage Stakeholder meeting, we need your continued support and participation as we begin to refine and further develop the actual Plans.**

Join us Thursday, February 25th, from 10:00 am – 2:00 pm as we move into the next steps of the development of both plans. **Please RSVP to Wendy Thompson at info@engagefreightrailplans.com by February 17, 2016.** Please include any dietary restrictions in your RSVP as well.

Meeting Details:

Date: Thursday, February 25

Time: 10:00 am - 2:00 pm

Location: Courtyard Des Moines Ankeny
2405 SE Creekview Dr
Ankeny, IA 50021

Parking: Please park on the south or east side of the building.

Lunch will be provided!

We are excited to see you at our next meeting!

If you missed the first High Leverage Stakeholder Committee meeting, you can review the meeting summary and materials [here](#).

Stuart Anderson, Director
Planning, Programming and Modal Division



February 12, 2016

Join us at the second High Leverage Stakeholder Committee meeting on Thursday, February 25th from 10:00 am to 2:00 pm at the Courtyard Des Moines Ankeny. We look forward to seeing you again as we move into the next steps of the development of both plans. Please RSVP to Wendy Thompson at info@engagefreightrailplans.com by February 17, 2016. Please include any dietary restrictions in your RSVP as well.

Please note that the start time for this meeting is one hour earlier than the previous meeting.

Meeting Details:

Date: Thursday, February 25

Time: 10:00 am - 2:00 pm

Location: Courtyard Des Moines Ankeny

2405 SE Creekyview Dr

Ankeny, IA 50021

Parking: Please park on the south or east side of the building.

Lunch will be provided!

We are excited to see you at February 25th!

If you missed the first High Leverage Stakeholder Committee meeting, you can review the meeting summary and materials [here](#).

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010

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

[Out Out](#)



February 19, 2016

Meeting Details:

Date: Thursday, February 25

Time: 10:00 am - 2:00 pm

Location: Courtyard Des Moines Ankeny

2405 SE Creekview Dr

Ankeny, IA 50021

Parking: Please park on the south or east side of the building.

Lunch will be provided!

We are excited to see you at the second High Leverage Stakeholder Committee meeting for the Iowa State Rail and Freight Plans. At this meeting we are seeking your input on the current strategies for improvements and location-specific projects relative to each plan. We will also answer any questions and receive your comments regarding both plans.

For your convenience, we have outlined below the meeting agenda and provided links to materials that we will review during the meeting. We encourage you to familiarize yourself with the meeting materials associated with each activity on the agenda.

Agenda

- 10:00 – 10:20 am: Welcome, Safety Briefing, Meeting Purpose
- 10:20 – 10:30 am: State Freight Plan, State Rail Plan Update
- 10:30 – 10:45 am: State Freight Plan Input Exercise #1
- 10:45 am – 12:00 pm: Value, Condition, Performance Introduction and State Freight Plan Input Exercise #2
- 12:00 – 12:30 pm: Lunch
- 12:30 – 2:00 pm: FRA Guidance Introduction and State Rail Plan Input Exercises
- 2:00 pm: Next Steps & Wrap-up

Meeting Materials

- [Freight Activities](#) (To navigate this document, click the bookmark icon in the right hand corner)
- [Rail Activities](#)

If you were not able to attend the first High Leverage Stakeholder Committee meeting or the Issues Based Workshop, you can review the meeting summaries and materials [here](#).

We are excited to see you at the meeting next week!



Appendix B: Invitation Mailing and Attendee List

First Name	Last Name	Organization	Attended
Greg	Lofstedt		
Derrick	James	Amtrak	
Todd	Stennis	Amtrak	
Ron	White	ARTCO Fleeting Service	
Denise	Bulat	Bi-State	
Gena	McCullough	Bi-State	✓
Sarod	Dhuru	BNSF	✓
Greg	Reeder	City of Council Bluffs	✓
Dave	Gobin	City of Muscatine	✓
Jeff	Woods	CRANDIC	✓
Chandra	Ravada	Dubuque MPO	✓
Steve	Falck	Environmental Law and Policy Center	✓
Rob	Toncar	FedEx	
Teresa	Valenta	FedEx	
Stacy	Timperley	Forbs	✓
Beth	Bilyeu	Forest City Economic Development	✓
David	Toyer	Greater Burlington Partnership	
Harold	Hombres	Iowa Department of Agriculture and Land Stewardship	
Kyle	Barichello	Iowa DOT	✓
Ed	Engle	Iowa DOT	✓
Sam	Hiscocks	Iowa DOT	✓
Laura	Hutzell	Iowa DOT	✓
Amanda	Martin	Iowa DOT	✓
Diane	McCauley	Iowa DOT	✓

Iowa Department of Transportation
 State Rail Plan and State Freight Plan
 HLSC Meeting #2 Summary



First Name	Last Name	Organization	Attended
Phil	Meraz	Iowa DOT	✓
Phil	Mescher	Iowa DOT	
Tammy	Nicholson	Iowa DOT	✓
Garrett	Pedersen	Iowa DOT	✓
Sam	Shea	Iowa DOT	✓
Jeff	Von Brown	Iowa DOT	✓
Joseph	Rude	Iowa Economic Development Authority	
Joe	Parsons	Iowa Interstate Railroad	✓
John	Dill	Iowa Motor Truck Association	
Don	Egli	Iowa Motor Truck Association	✓
Brenda	Neville	Iowa Motor Truck Association	✓
Steve	Lallier	J. B. Hunt Transport	
Michael	Heckart	John Deere	
Osama	Shihadeh	Kent Corporation	✓
Michael	Helgerson	Metropolitan Area Planning Agency	
Ned	Lewis	Office of Motor Vehicle Enforcement	✓
Richard	Grenville	Port KC, Kansas City, MO	✓
Mike	Coghlan	Sabre Industries Towers and Poles	
Kelli	O'Brien	Union Pacific Railroad	✓
Mark	Peterson	UPS	
Bill	Neese	West Central Co-Op	

Iowa Department of Transportation
State Rail Plan and State Freight Plan
HLSC Meeting #2 Summary

2016 **IOWA RAIL PLAN**



Appendix C: Attendee Registration Packet



WELCOME!

The purpose of today's meeting is to gather your input on the current strategies for improvements and location-specific projects, provide an update on both plans, and answer questions and receive comments.

Today we will:

- discuss the updated vision and goals for both plans;
- provide a summary of the online survey and first High Leverage Stakeholder Committee meeting; and
- gather input on strategies for improvements and location-specific improvement projects.

2015 Meeting Highlights



Participants in the Des Moines Issues-Based Workshop voted on the strengths, weaknesses, opportunities, and potential threats to the Iowa rail network.

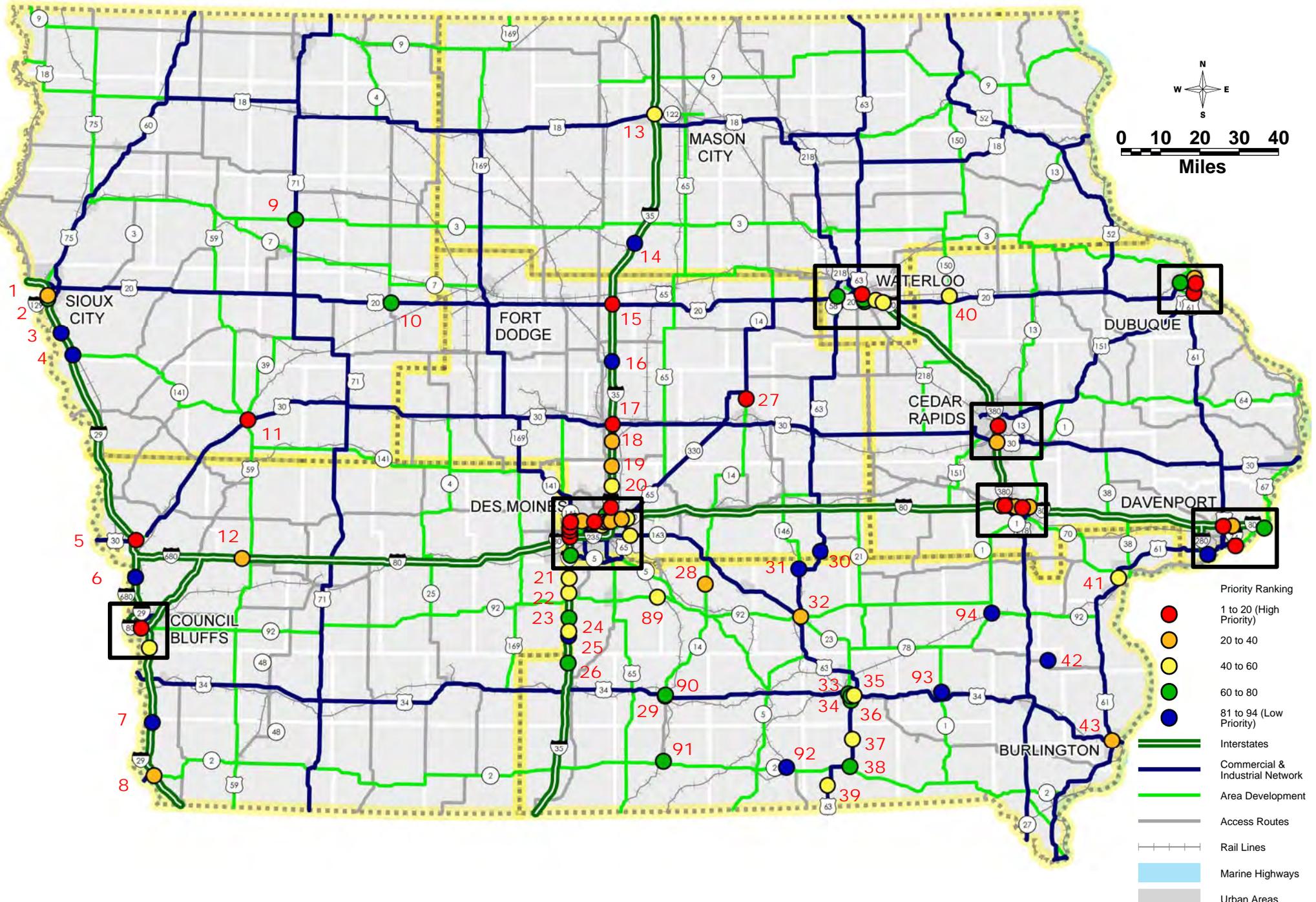
Background

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 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 Freight Plan will guide our investment decisions to maintain and improve the freight transportation system, and ultimately strengthen the 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 Freight Plan offers an opportunity for us to accurately define what the rail and freight system in the state looks like today and what it needs to look like in the future.

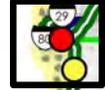
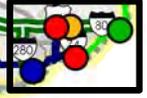
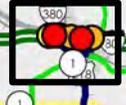
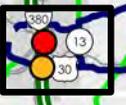
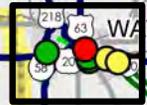
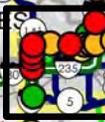
State Rail and Freight Plan Overlap

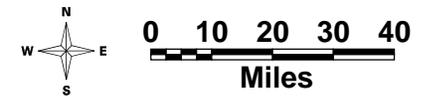
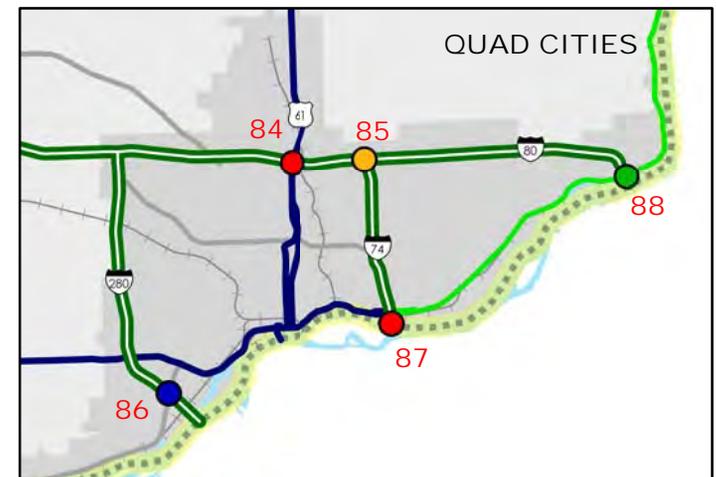
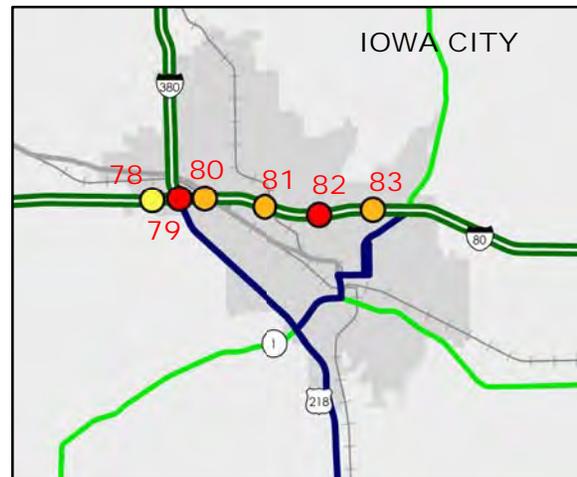
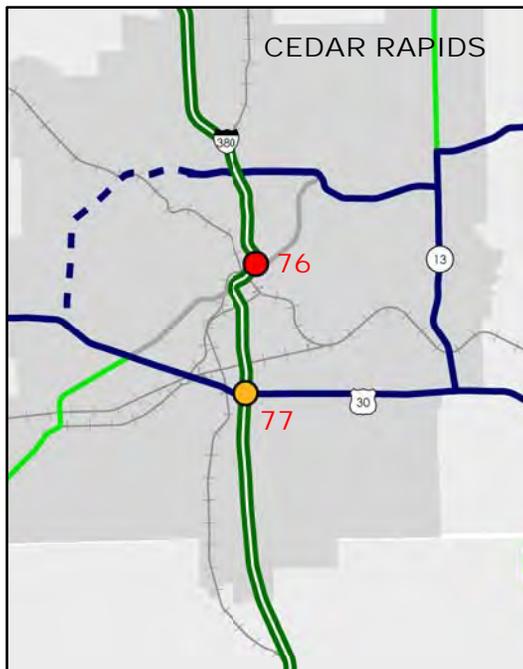
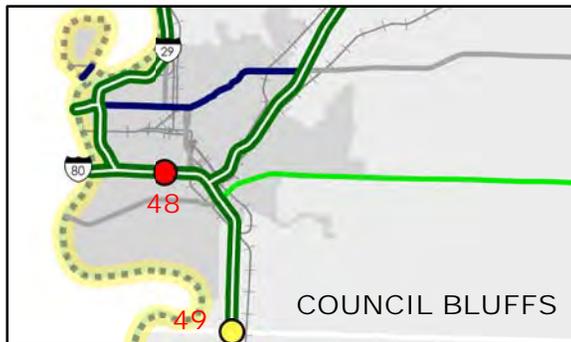
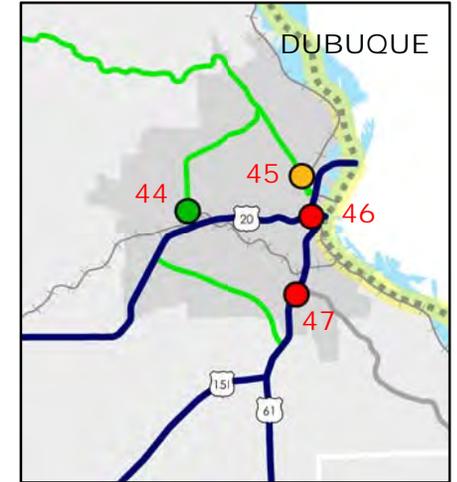
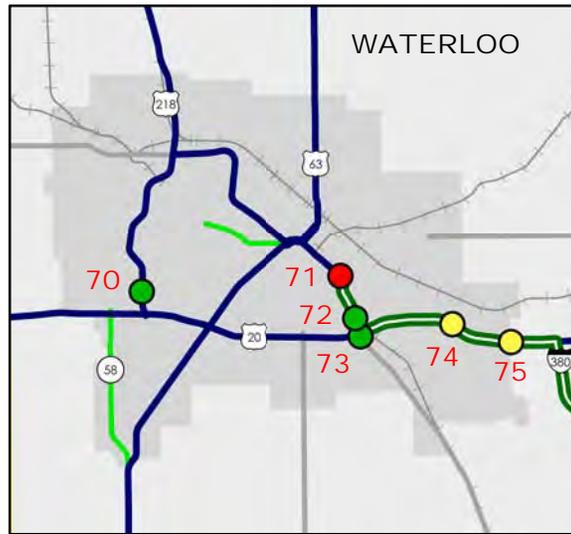
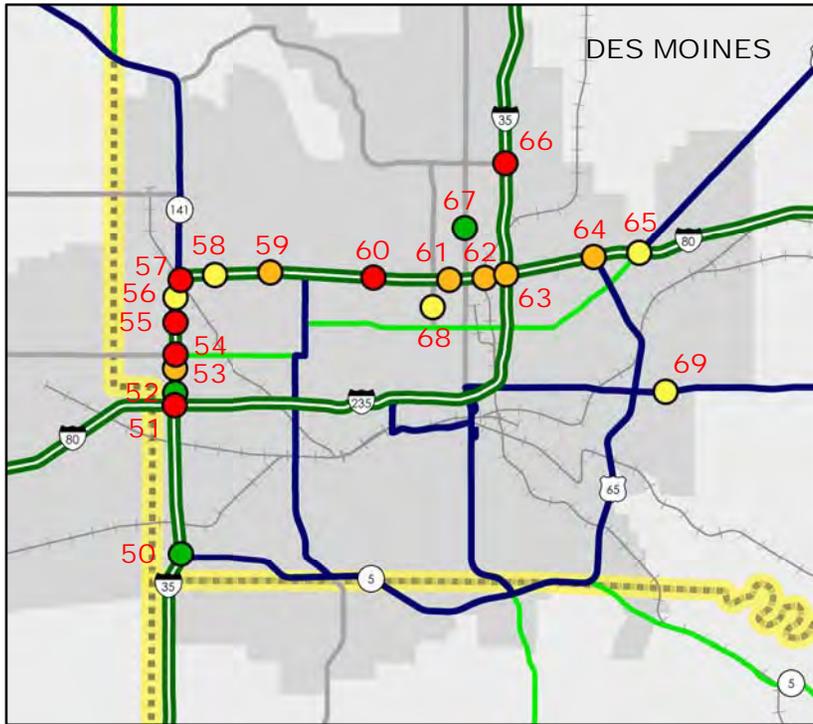
The State Rail and Freight Plans are closely related and have several overlapping activities. Combining public engagement efforts of both the Rail and Freight Plan allows us to integrate the feedback appropriately. Due to the subject matter, there is natural overlap of information, data and analysis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



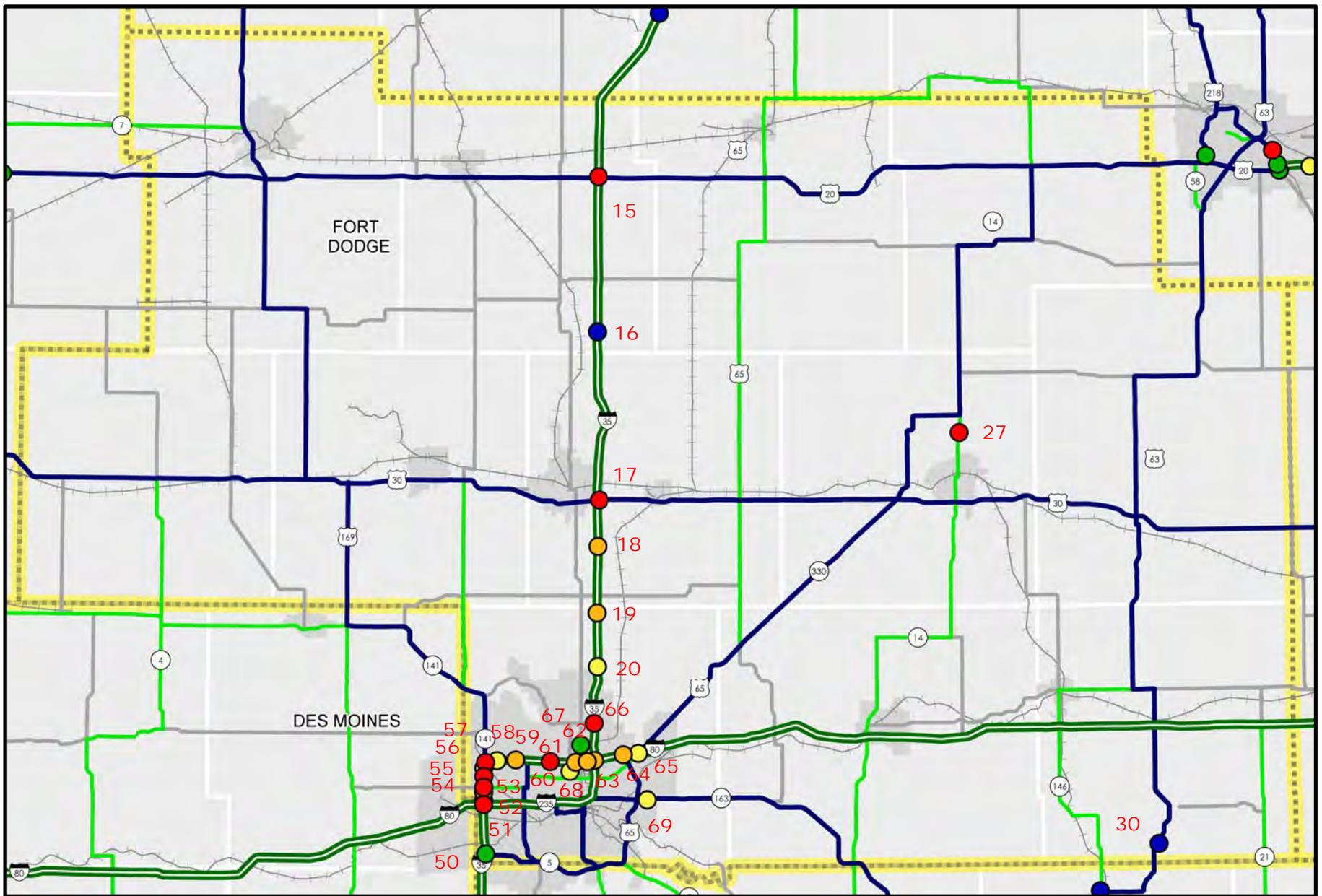
- Priority Ranking**
- 1 to 20 (High Priority)
 - 20 to 40
 - 40 to 60
 - 60 to 80
 - 81 to 94 (Low Priority)
- Infrastructure Legend:**
- Interstates
 - Commercial & Industrial Network
 - Area Development
 - Access Routes
 - Rail Lines
 - Marine Highways
 - Urban Areas

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8



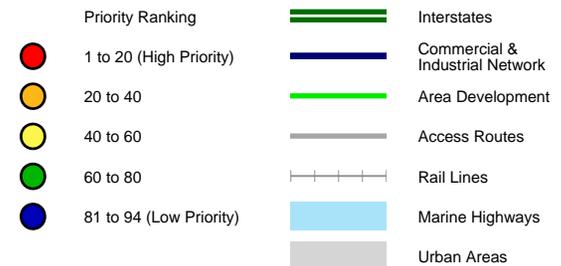


-  Interstates
-  Commercial & Industrial Network
-  Area Development
-  Access Routes
-  Rail Lines
-  Marine Highways
-  Urban Areas



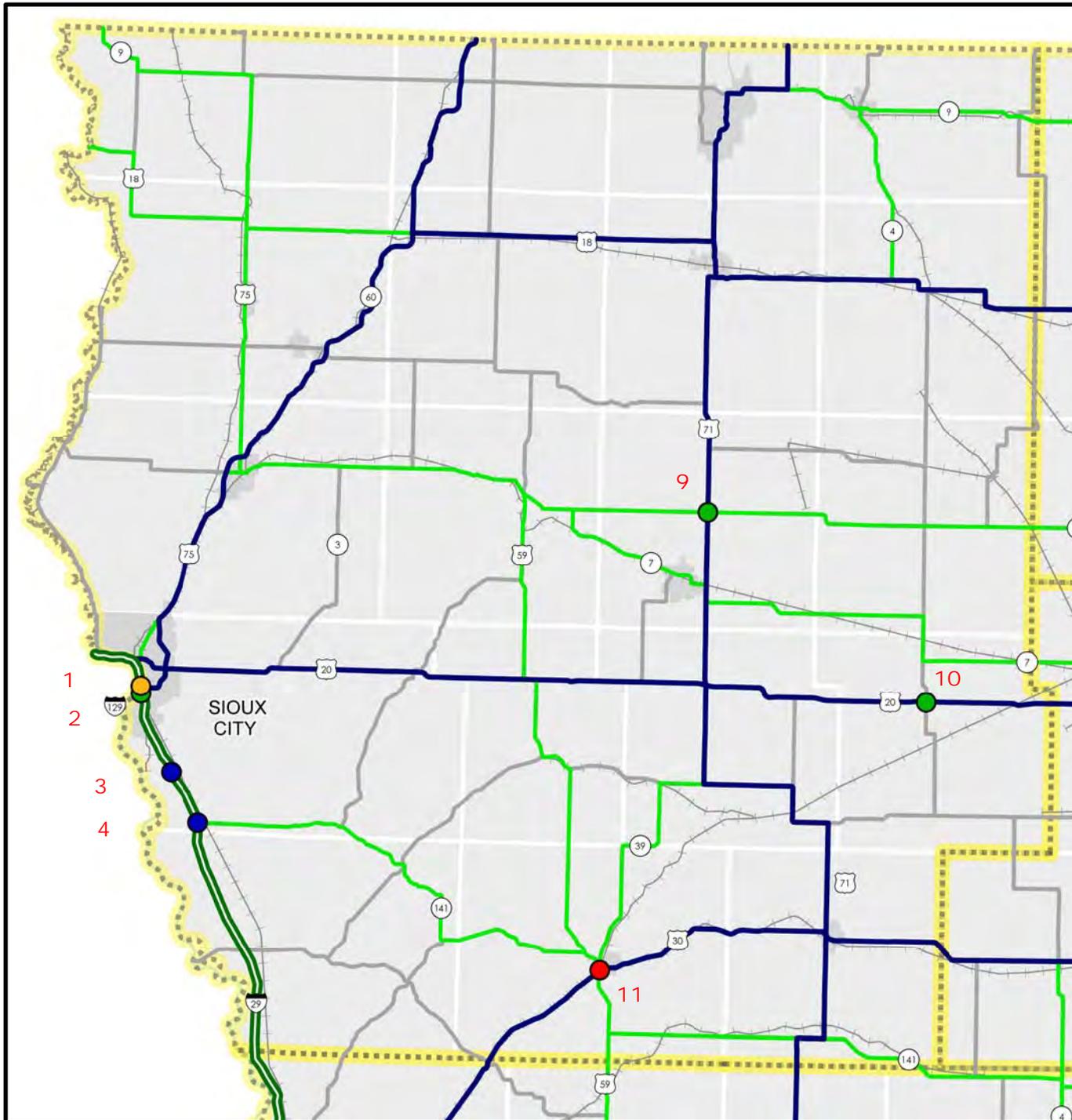
DISTRICT 1

VCAP Highway Improvements

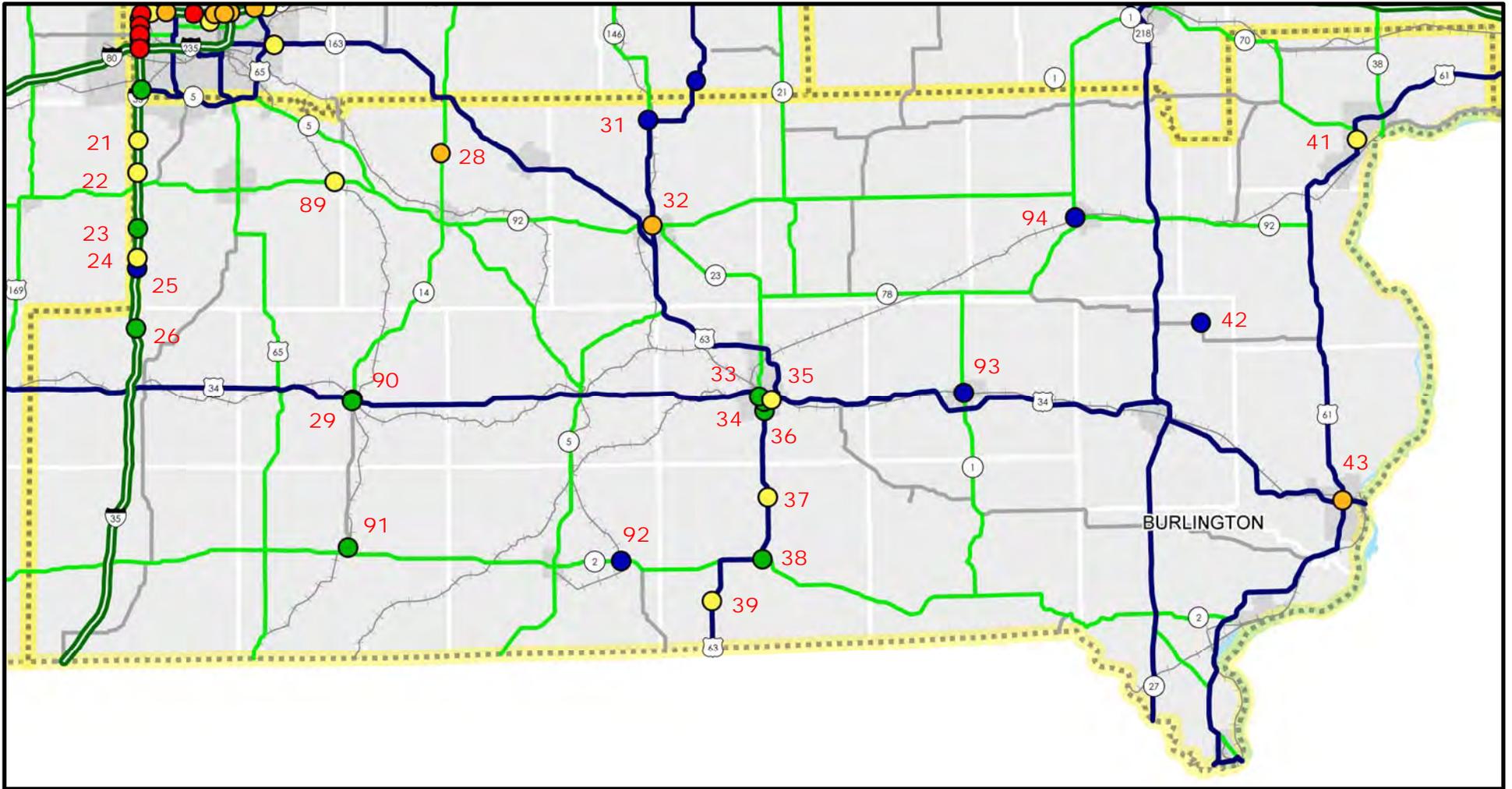


DISTRICT 3

VCAP Highway Improvements

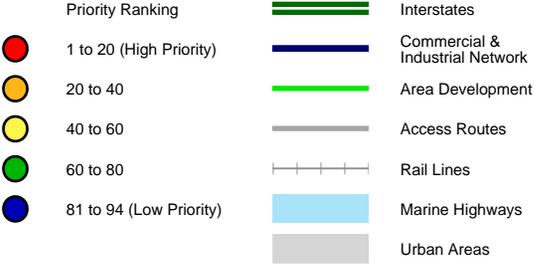


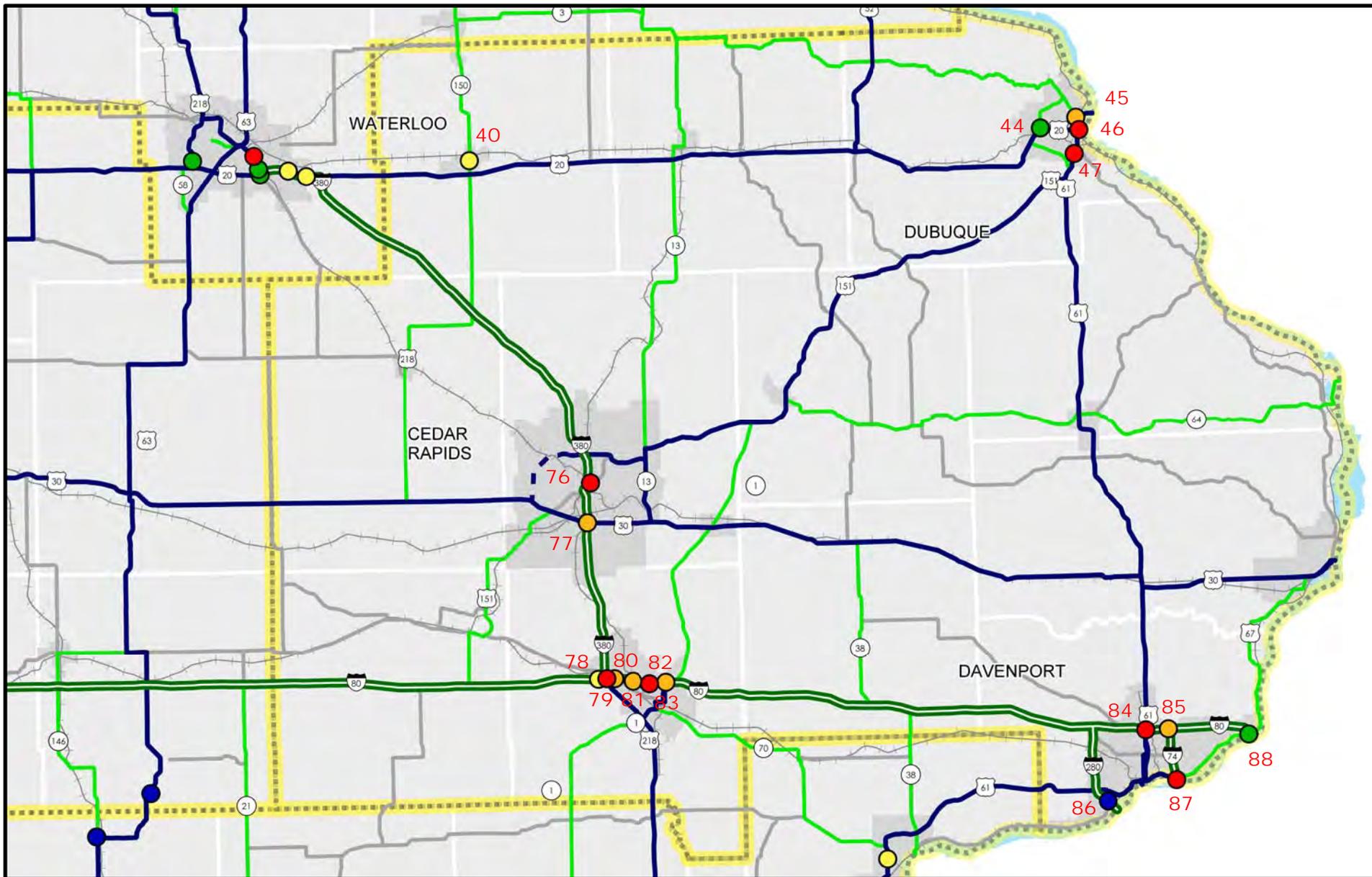
- Priority Ranking
- 1 to 20 (High Priority)
 - 20 to 40
 - 40 to 60
 - 60 to 80
 - 81 to 94 (Low Priority)
- ▬▬▬ Interstates
 - ▬▬▬ Commercial & Industrial Network
 - ▬▬▬ Area Development
 - ▬▬▬ Access Routes
 - | | | | Rail Lines
 - ▬▬▬ Marine Highways
 - ▬▬▬ Urban Areas



DISTRICT 5

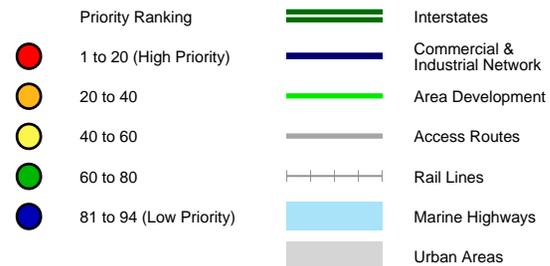
VCAP Highway Improvements





DISTRICT 6

VCAP Highway Improvements



IOWA

RAILROAD SERVICE MAP

Prepared by

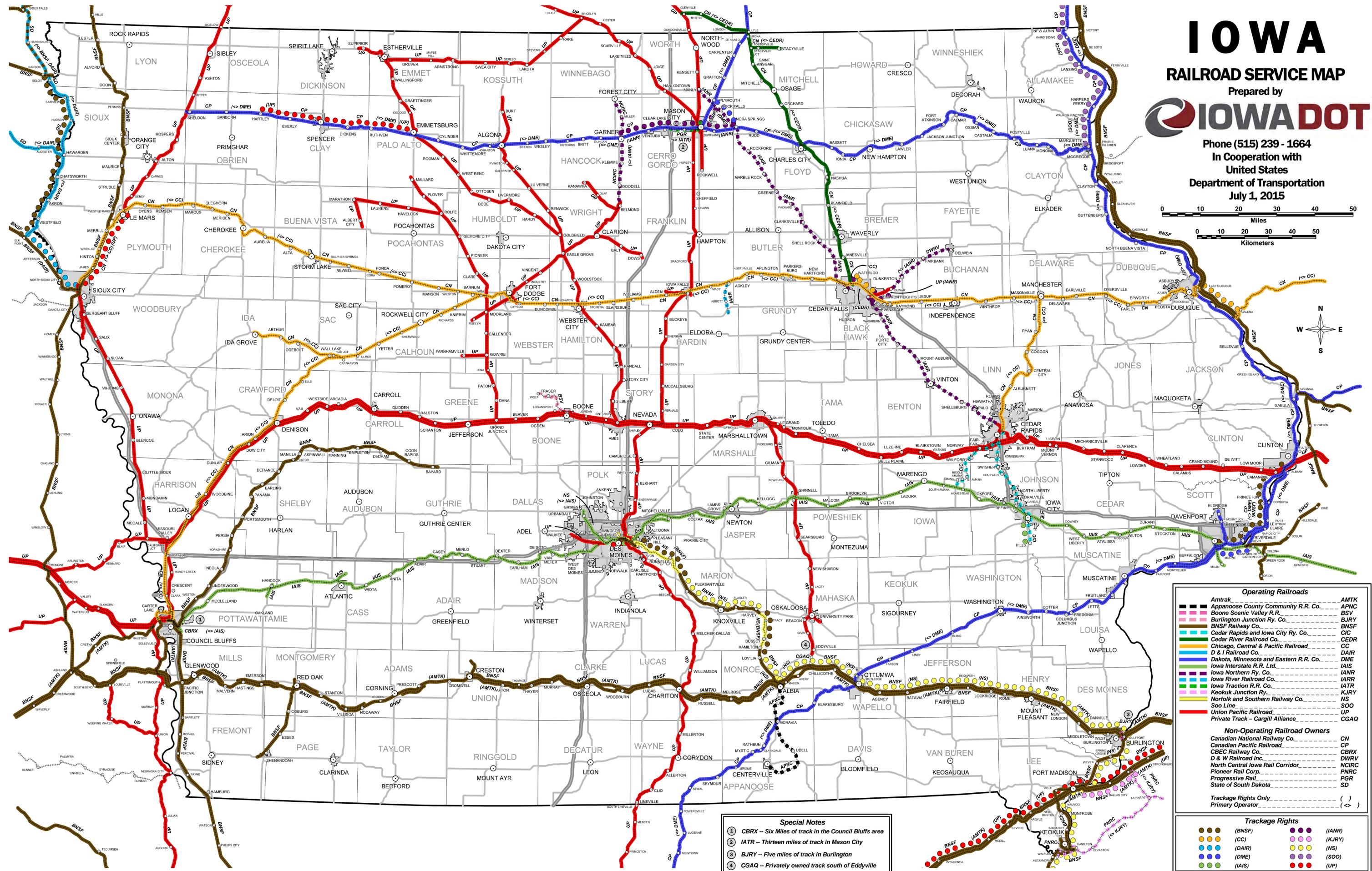
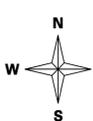
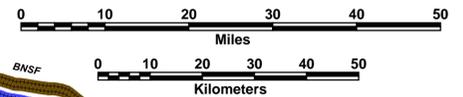


Phone (515) 239-1664

In Cooperation with
United States

Department of Transportation

July 1, 2015



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
	CEDR
	CC
	DAIR
	DME
	IAIS
	IANR
	IARR
	IATR
	KJRY
	NS
	NSO
	UP
	CGAQ

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

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

Special Notes

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



Highway Improvements

In order to identify and prioritize candidates for highway freight improvements, Iowa DOT used the Value, Condition, and Performance (VCAP) matrix. This approach takes advantage of multiple tools available at Iowa DOT including the Freight Mobility Issues Survey, Iowa Travel Analysis Model (iTRAM), Infrastructure Condition Evaluation (ICE) tool, INRIX traffic speed data, and Iowa's annual traffic counts. Below is a description of the prioritization process and an example of the VCAP matrix.

Example VCAP matrix

MAP ID	LOCATION	VALUE		CONDITION		PERFORMANCE		TIEBREAK		PRIORITY RANK
		ITRAM	"V" RANK	ICE	"C" RANK	INRIX	"P" RANK	AVERAGE RANKING	TRUCK VOLUME	
1										1
2										2
3										3
4										4
5										5

Location list (Freight Mobility Issues Survey)

Iowa DOT initially developed a draft list of highway locations with freight mobility issues. This was completed by analyzing INRIX traffic speed data that can, among other things, identify "bottleneck" locations in the state and the number of times each occurs throughout the year. This data was retrieved for 2014 and overlaid with Iowa DOT truck traffic count data. INRIX bottleneck locations that occurred in each quarter of the year and had either 30 percent truck traffic or more than 5,000 total trucks per day were flagged as locations with potential freight mobility issues.

This draft list was presented to the Iowa Freight Advisory Council (FAC) for input and was sent to the Iowa DOT Transportation District offices, Metropolitan Planning Organizations (MPOs), and Regional Planning Affiliations (RPAs). Each of these groups was asked to review the list, make necessary additions, and assign priority votes to each location. This was used to populate the initial candidate list.

Value (Iowa Travel Analysis Model - iTRAM)

iTRAM is a statewide travel demand model used in the evaluation of Iowa's transportation system. The first generation was completed in 2009 and the focus of this model version was to accurately predict the number of automobiles and trucks on the current primary road network, and then project traffic in the future. The second generation of iTRAM builds upon the original statewide model architecture and incorporates two additional model components: passenger and freight movement on the rail system.

This tool is used to evaluate the value of each project location to the overall freight transportation network. A run of the model was completed first to show a base case scenario. Then, a second series of runs was completed that excluded each one of the candidate locations individually. After each run, the truck vehicle hours traveled (VHT) was compared to the base case and the difference was assigned as the value of the location. Higher priority was assigned to locations with larger VHT increases when excluded from the network. In other words, higher priority was assigned to locations that make the truck network more efficient from a VHT perspective.

Condition (Infrastructure Condition Evaluation – ICE)

The ICE tool was developed originally as a tool for evaluating the interstate highway system based on seven criteria: Pavement Condition Index (PCI), International Roughness Index (IRI), structure sufficiency rating, passenger traffic, single unit truck traffic, combination truck traffic, and congestion. A normalization and weighting process is applied to each criterion and used to analyze



highway segments before ultimately ranking them against each other based upon a final composite rating. The original tool was then expanded to the entire primary highway system in Iowa.

ICE was used to evaluate the current condition of each candidate location. The segments that make up each location were analyzed using the seven criteria and the normalization and weighting processes that had already been established. This resulted in a composite ICE rating for each location. The process was completed for each individual candidate location.

Performance (INRIX Bottleneck Ranking tool)

As mentioned in the “Freight Mobility Issue Survey” section, INRIX has a tool that identifies and ranks bottleneck locations. This tool, with additional analysis using traffic data, was used to develop a draft list of highway locations with freight mobility issues. To determine the performance ranking of each project location, the number of annual bottleneck occurrences for each location was used.

VCAP matrix (final ranking and prioritization)

After each candidate location was assigned a Value, Condition, and Performance rating, each was ranked using those values for each of the three categories. The average of these three rankings was calculated and the candidate locations were assigned an overall priority rank. If two locations had the same average ranking, total truck traffic at the location was used as a tiebreak. See the figures and tables below for VCAP results and Iowa’s highway freight priority locations.

Summary of the prioritization process:

1. Freight Mobility Issues Survey
 - Populate initial improvement list
2. Iowa Travel Analysis Model (iTRAM)
 - Complete analysis and then rank each location
3. Infrastructure Condition Evaluation (ICE) tool
 - Complete analysis and then rank each location
4. INRIX Bottleneck Ranking tool
 - Complete analysis and then rank each location
5. Average the three rankings
6. Truck traffic counts
 - Tiebreaker if necessary

		1		2		3		4		5		6	
		VALUE		CONDITION		PERFORMANCE				TIEBREAK			
MAP ID	LOCATION	ITRAM	"V" RANK	ICE	"C" RANK	INRIX	"P" RANK	AVERAGE RANKING	TRUCK VOLUME	PRIORITY RANK			
1													1
2													2
3													3
4													4
5													5

MAP ID	LOCATION	VALUE		CONDITION		PERFORMANCE		TIEBREAK		
		ITRAM	"V" RANK	ICE	"C" RANK	INRIX	"P" RANK	AVERAGE RANKING	TRUCK VOLUME	PRIORITY RANK
1	I-29 N/S @ I-129/US-20/US-75/EXIT 144	36.03	53	78.39	63	756	8	41.33	4653	38
2	I-29 N/S @ OLD IA-75/INDUSTRIAL RD/EXIT 143	4.78	72	82.13	78	815	7	52.33	4030	63
3	I-29 N/S @ EXIT 134	3.17	78	86.04	91	35	57	75.33	3945	92
4	I-29 N/S @ IA-141/EXIT 127	7.80	67	81.89	74	10	72	71.00	3729	85
5	US-30 E/W THROUGH MISSOURI VALLEY	21.80	58	54.31	3	1563	4	21.67	993	6
6	I-29/680 N/S @ ROSEWOOD RD	15.91	60	86.35	92	49	53	68.33	4057	81
7	I-29 N @ CR-131/EXIT 24	1.60	85	92.00	94	14	71	83.33	3425	94
8	IA-2 W @ CR-131/195TH AVE & I-29 N/S @ IA-2/EXIT 10	122.64	15	85.98	90	1256	5	36.67	2750	29
9	IA-3 W @ US-71/130TH ST	70.28	28	75.71	57	0	73	52.67	550	65
10	IA-4 S @ US-20/270TH ST	4.30	74	84.42	86	169	28	62.67	682	75
11	US 30 E/W @ US-59/IA-141	60.33	33	70.81	41	387	15	29.67	1377	11
12	I-80 W @ 385TH ST	169.38	5	73.34	46	14	69	40.00	8158	36
13	I-35 N @ US-18/EXIT 194	84.40	25	80.80	70	89	43	46.00	5452	51
14	I-35 N @ CR-C47/EXIT 159	1.61	84	81.41	72	31	62	72.67	4125	90
15	I-35 N/S @ US-20/EXIT 142 & US-20 E/W @ I-35/EXIT 153	114.43	17	73.91	51	420	14	27.33	5559	8
16	I-35 S @ CR-D65/EXIT 128	2.33	81	79.44	67	17	68	72.00	6308	87
17	I-35 N/S @ US-30/EXIT 111 & US-30 E/W @ I-35/EXIT 151	131.58	13	77.55	61	336	19	31.00	7633	17
18	I-35 N/S FROM IA-210 TO US-30	149.62	9	63.76	21	0	73	34.33	7964	23
19	I-35 N/S FROM NE 126TH AVE TO IA-210	142.71	11	64.93	22	0	73	35.33	8277	25
20	I-35 N/S FROM 36TH ST TO NE 126TH AVE	136.96	12	72.42	45	0	73	43.33	7957	44
21	I-35 N/S @ FILLMORE ST (MP 61.5)	99.75	20	75.37	55	0	73	49.33	5517	60
22	I-35 N/S @ HOOVER ST (MP 58.5)	99.86	19	75.37	54	0	73	48.67	5517	57
23	I-35 N/S @ G-50/EXIT 52	6.20	68	84.86	87	68	50	68.33	5079	80
24	I-35 N @ QUAKER ST (MP 49.1)	166.54	6	80.45	68	0	73	49.00	5144	58
25	I-35 N/S @ G-64/EXIT 47	3.10	79	85.49	88	90	42	69.67	5032	83
26	I-35 N/S @ ROBIN ST (MP 40.8)	172.88	4	88.10	93	0	73	56.67	5076	72
27	IA-14 N/S FROM MARSHALLTOWN NCL TO IA-330	11.10	63	62.08	17	576	12	30.67	542	16
28	IA 14 N/S @ DES MOINES RIVER	30.49	55	66.00	26	88	44	41.67	416	39
29	US 34 E/W @ IA-14	0.30	91	83.66	83	167	29	67.67	526	79
30	US 63 N/S FROM IA-146 TO IA-85	5.83	70	81.57	73	0	73	72.00	393	88
31	US 63 N/S @ IA-146	3.38	76	80.55	69	0	73	72.67	499	91
32	US 63 N/S THROUGH OSKALOOSA	3.94	75	56.19	5	143	32	37.33	633	31
33	US-34 E/W FROM QUINCY AVE TO ROUNDABOUT	5.28	71	66.50	28	14	69	56.00	699	71
34	US 34 E/W @ US-63 (ROUNDABOUT)	-0.51	93	76.06	59	580	10	54.00	826	66
35	US-34 E/W FROM ROUNDABOUT TO US-34/US-63	4.61	73	76.82	60	580	10	47.67	1122	55
36	US 63 N/S @ 0.9 MILES S OF US-34	39.28	50	70.60	40	0	73	54.33	595	69
37	US 63 N/S FROM OTTUMWA SCL TO IA-2	43.28	45	73.57	48	103	39	44.00	530	46
38	US-63 N/S @ IA-2	6.00	69	82.00	75	548	13	52.33	447	64
39	US 63 N/S FROM IA-2 TO MISSOURI STATE LINE	40.75	48	79.00	65	331	20	44.33	432	47
40	IA-150 N/S THROUGH INDEPENDENCE	31.86	54	49.54	1	0	73	42.67	696	41
41	US-61 S @ IA-92/GRANDVIEW AVE	23.63	57	70.84	42	114	36	45.00	1862	49
42	IA 78 E/W @ 2.0 MILES W OF W-66	0.60	89	83.00	81	0	73	81.00	122	93
43	US-61 N/S THROUGH BURLINGTON	18.63	59	61.30	15	172	27	33.67	1107	21
44	IA-32 N/S @ CHAVENELLE RD	1.63	83	61.20	14	0	73	56.67	1066	73
45	US-52 N/S @ IA-3	2.27	82	65.53	24	303	22	42.67	731	40
46	US-20 E/2 @ IA-946	55.22	35	58.80	8	79	48	30.33	2212	15
47	US-151 N/S @ MAQUOKETA DR	53.29	38	57.36	6	1040	6	16.67	2115	2
48	I-80/29 N/S THROUGH COUNCIL BLUFFS	60.79	32	52.82	2	374	16	16.67	13579	1
49	I-29 N @ MILLS/POTTAWATTAMIE COUNTY LINE & I-29 N/S @ IA-370	175.72	3	83.93	84	40	56	47.67	4253	54
50	I-35 S @ IA-5/ARMY POST RD/EXIT 68	63.04	31	82.35	79	49	53	54.33	5638	67
51	I-80/I-35/I-235 N/S, E/W @ SW MIX MASTER	92.24	22	73.83	50	365	18	30.00	6870	13
52	I-35/80 N/S, E/W FROM SW MIX MASTER TO UNIVERSITY AVE	29.11	56	71.89	44	18	67	55.67	13548	70
53	I-35/80 N/S, E/W FROM UNIVERSITY AVE TO US-6/HICKMAN RD	10.37	64	61.50	16	97	40	40.00	14092	35
54	I-35/80 N/S @ US 6/HICKMAN	53.37	37	58.96	9	61	51	32.33	12804	19
55	I-35/80 N/S @ DOUGLAS AVE	52.83	41	59.84	11	116	34	28.67	12884	9
56	I-35/80 N/S, E/W FROM DOUGLAS AVE TO IA-141	41.47	47	59.15	10	0	73	43.33	13339	42
57	I-35/80 N/S, E/W @ IA-141	49.26	43	61.17	13	2036	2	19.33	12761	4
58	I-35/80 N/S, E/W FROM IA-141 TO NW 86TH ST	36.33	52	62.59	18	0	73	47.67	13858	53
59	I-35/80 N/S, E/W FROM NW 86TH ST TO MERLE HAY RD	67.38	30	63.59	20	45	55	35.00	14089	24
60	I-35/80 N/S, E/W FROM MERLE HAY RD TO IA-415	75.78	27	57.96	7	30	63	32.33	14124	18
61	I-35/80 N/S, E/W FROM IA-415 TO US-69	53.25	40	63.50	19	33	59	39.33	13917	33
62	I-35/80 N/S, E/W FROM US-69 TO NE MIX MASTER	56.34	34	60.45	12	0	73	39.67	13478	34
63	I-35 N/I-235 W @ I-80/I-235/EXIT 87 & I-80 E/W @ I-235/I-35/EXIT 137	119.00	16	78.31	62	226	25	34.33	11709	22
64	I-80 E/W @ US-65/EXIT 141	38.21	51	66.59	29	147	30	36.67	10379	28
65	US-6 E @ I-80 (EAST) & US-65 N/S @ I-80/US-6/NE HUBBELL AVE/EXIT 142	44.08	44	84.38	85	9375	1	43.33	9601	43
66	IA 160 E/W @ I-35 & I-35 N/S @ IA-160/ EXIT 90	108.67	18	69.29	36	114	35	29.67	8331	10
67	US 69 N/S FROM I-35/80 TO ANKENY SCL	-3.79	94	65.73	25	88	44	54.33	1406	68
68	IA 415 N/S @ 0.6 MILES S OF I-35/80 (RR BRIDGE)	1.59	86	66.73	30	329	21	45.67	1583	50
69	IA 163 E/W THROUGH PLEASANT HILL	41.62	46	73.61	49	72	49	48.00	2109	56
70	IA-58 FROM US-20 TO GREENHILL RD	2.95	80	70.60	39	0	73	64.00	1097	76
71	I-380/US-218 N/S FROM SAN MARNAN DR TO W 9TH ST	12.87	61	66.45	27	1764	3	30.33	2799	14
72	I-380/US-218 N/S FROM US-20 TO SAN MARNAN DR	9.93	66	85.73	89	88	44	66.33	2814	78
73	I-380 S @ US-20/IA-27 & US-20 E @ I-380/US-218/EXIT 71	53.26	39	80.87	71	108	38	49.33	3906	61
74	I-380 N/S @ EVANSDALE DR/EXIT 68	69.32	29	82.10	77	95	41	49.00	4688	59
75	I-380 N/S @ IA-297/EXIT 66	166.51	7	82.53	80	51	52	46.33	5250	52
76	I-380 N/S THROUGH CEDAR RAPIDS	76.37	26	55.34	4	123	33	21.00	7226	5
77	I-380 N/S @ US-30/EXIT 16	39.60	49	70.43	38	110	37	41.33	7015	37
78	I-80 E/W FROM IRELAND AVE NW TO I-380	98.71	21	74.50	53	32	60	44.67	9918	48
79	I-380 N/S @ I-80/EXIT 0 & I-80 E/W @ I-380/EXIT 239	146.63	10	73.35	47	250	24	27.00	11161	7
80	I-80 E/W FROM I-380 TO IA-965	165.25	8	68.91	35	0	73	38.67	12726	32
81	I-80 E/W FROM IA-965 TO 1ST AVE	127.10	14	66.81	31	26	65	36.67	12390	27
82	I-80 E/W FROM 1ST AVE TO DUBUQUE ST	199.88	1	67.18	32	27	64	32.33	12240	20
83	I-80 E/W FROM DUBUQUE ST TO IA-1	196.39	2	68.80	34	0	73	36.33	12389	26
84	US-61 N/S @ I-80/EXIT 123 & I-80 E @ US-61/BRADY ST/EXIT 295	53.65	36	69.57	37	368	17	30.00	11230	12
85	I-80 E/W @ I-74/EXIT 298	84.42	24	75.59	56	144	31	37.00	10162	30
86	I-280 N @ IA-22/ROCKINGHAM RD/EXIT 8	3.35	77	78.85	64	26	65	68.67	5289	82
87	I-74 @ MISSISSIPPI RIVER	90.95	23	65.53	23	706	9	18.33	2908	3
88	I-80 E/W @ US-67/EXIT 306	49.73	42	74.25	52	34	58	50.67	9519	62
89	RR Bridge E of Sandvillage	12.06	62	71.50	43	192	26	43.67	354	45
90	RR Bridge @ Chariton	0.54	90	68.00	33	0	73	65.33	167	77
91	RR Bridge @ Corydon	0.76	88	79.00	66	287	23	59.00	121	74
92	RR Bridge E of Centerville	10.26	65	82.00	76	0	73	71.33	302	86
93	RR Bridge @ Fairfield	-0.31	92	76.00	58	32	60	70.00	150	84
94	RR Bridge @ Washington	1.33	87	83.00	82	84	47	72.00	292	89

Appendix D: Value, Condition, and Performance (VCAP) Highway Improvements Exercise Results by District

Participants walked around the room and review the VCAP maps by districts. Participants identified needs, fatal flaws, or improvements in each district. Scribes and technical experts were at each district map to facilitate the exercise. Major issues in the districts were safety concerns, road expansions, and project prioritization.

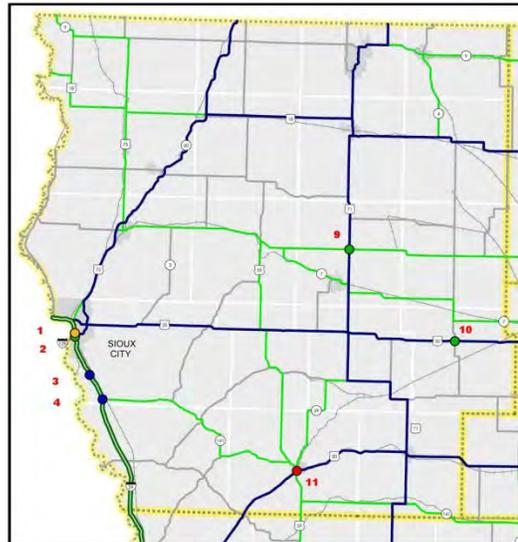
District Results	Map
<p>District 1 Results:</p> <ul style="list-style-type: none"> Participants indicated that there was recent construction at Highway 27. 	<p>DISTRICT 1 VCAP Highway Improvements</p> <p>Priority Ranking: 1 to 20 (High Priority) 20 to 40 40 to 60 60 to 80 81 to 94 (Low Priority)</p> <p>Infrastructure: Interstates Commercial & Industrial Network Area Development Access Roads Rail Lines Major Highways Urban Areas</p>
<p>District 2 Results:</p> <ul style="list-style-type: none"> Participants indicated that there needs to be improved traffic flow and congestion mitigation at point 13. The possibility of pulling traffic off of 122 to parallel B-35 should be considered. US 69 should be indicated on the map. Participants felt that bigger signs are needed on 380/218 through Waterloo for the Avenue of the Saints route. This is necessary because motorists may miss their desired exit and find themselves in New Hartford. 	<p>DISTRICT 2 VCAP Highway Improvements</p> <p>Priority Ranking: 1 to 20 (High Priority) 20 to 40 40 to 60 60 to 80 81 to 94 (Low Priority)</p> <p>Infrastructure: Interstates Commercial & Industrial Network Area Development Access Roads Rail Lines Major Highways Urban Areas</p>

District Results

Map

District 3 Results:

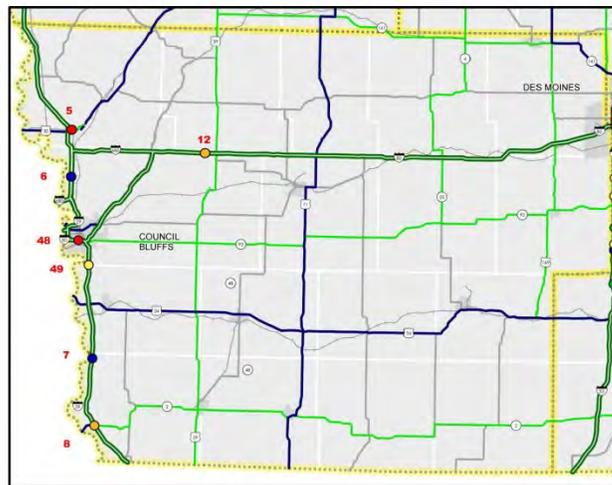
- Participants questioned how seasonality is accounted for in rankings, as it affects truck volume, particularly in rural areas. Fall is typically busier than summer and winter, for example. This question is applicable to all districts.
- Participants also asked whether ranking were based on bottlenecks at intersections only, instead of considering bottlenecks of corridors.



DISTRICT 3
 VCAP Highway Improvements

District 4 Results:

- A new bridge crossing the river from I-29 in the Council Bluffs area to Eppley Airfield in Omaha has been proposed in this District.
- Iowa DOT should look at the corridors in this district.



DISTRICT 4
 VCAP Highway Improvements



District Results

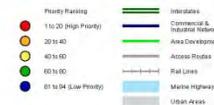
Map

District 5 Results:

- All comments were in regard to the area around point 41, in Muscatine.
- Lots of work is currently underway:
 - *Mississippi Drive (Old Hwy 61) has had long-standing issues, while work is currently underway, ongoing progress to address this is important.*
 - *In the next three years, the City of Muscatine is working to build out Hwy 61 through town*
 - *Hwy 61 is being expanded to 4 lanes from the City of Burlington north to the Muscatine County Line*
- Next, the City of Muscatine will work to update Old Hwy 61; CP Railroad has been a key partner (and a great partner) in this effort which includes raising tracks and the roadway in areas
- There is non-recurring congestion due to detours/diversion from I-80. The ongoing safety study (diversion) should be coordinated with current and future efforts in order to mitigate these issues:
 - *Impacts on West Liberty*
 - *Safety issues from heavy truck traffic moving through the smaller cities*
- Participants noted that economic development is happening in Muscatine.
 - *Muscatine has a trade connection to China*
 - *Muscatine is pursuing an intermodal container port for barges*



DISTRICT 5
 VCAP Highway Improvements





District Results

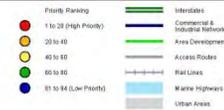
Map

District 6 Results:

- *The US 67 bridge in the Quad Cities should be addressed*
- *US 30/IA 136 Clinton Bridges should be addressed*
- *Participants would like to see the 174 corridor continue to be a priority project.*
- *The DOT should look at overall needs in each district and prioritize those projects.*
- *Participants indicated a need for Iowa to coordinate with Illinois on the replacement of the I-80 bridge*



DISTRICT 6
 VCAP Highway Improvements





Appendix E: Full List of Capital Investments and Projects

Category	Capital Investments and Projects	Number of Votes Received				How can Iowa DOT facilitate these projects?
		RED Priority	GREEN Long Term	BLUE Short Term	TOTAL	
Capacity and mitigation of operational chokepoints	New or extended sidings	-	-	-	-	<ul style="list-style-type: none"> Funding for sidings Partner with railroads and the state to keep lines viable
	Expanded yards/terminals	-	3	-	3	
	Track and bridge upgrades for 286K railcars	1	1	3	5	
	Vertical clearance improvements	-	2	-	2	
	Wayside signal system improvements	-	-	-		
	New track/rail connectors	2	4	1	7	
	Grade separations	1	-	1	2	
	Unit train capacity (industrial trackage)	1	-	-	1	
	Operating capacity for trains at terminals	-	-	-	-	
	Efforts to increase FRA track class	-	-	1	1	
	Innovations for LNG/Green locomotives	-	-	3	3	
	Mitigation of locomotive emissions	-	1	-	1	
	286K upgrades for bridge/track	-	-	-	-	
Safety	Positive train control implementation	-	3	-	3	None specific to safety
	Wayside defect detector installations	1	2	1	4	
	Grade crossing improvements	2	3	4	9	
	Public education programs	2	-	3	5	

Iowa Department of Transportation
 State Rail Plan and State Freight Plan
 HLSC Meeting #2 Summary



Category	Capital Investments and Projects	Number of Votes Received				How can Iowa DOT facilitate these projects?
		RED Priority	GREEN Long Term	BLUE Short Term	TOTAL	
	Crossing closures	7	2	7	16	
	Grade separations	5	8	2	15	
	Effort to increase FRA track class	-	-	-	-	
Economic Development	Commuter connectors – passenger	-	-	-	-	<ul style="list-style-type: none"> • <i>Funding for sidings</i> • <i>Help develop business case for projects</i>
	Transload/intermodal facility	13	4	4	21	
	New rail	1	2	1	4	
	New and expanded sidings	2	1	5	8	
	New and expanded short lines	1	4	4	9	
	Equipment	-	-	-	-	
	TOD and Station locations	2	-	2	4	
Modal Connectivity	Connectivity and interchange	6	4	4	14	<ul style="list-style-type: none"> • <i>Compile several requests to create a strong business case</i> • <i>Facilitate projects to next steps – take from feasibility</i> • <i>Regional perspective</i> • <i>Big picture coordination</i>
	Network access	-	2	-	-	
	Passenger	7	4	5	16	
	Commuter connector	-	3	3	6	



Appendix F: Full List of Additional Rail Project Categories

Note: Rail needs and projects below are identified generally, and not specifically by each of the four Iowa rail network maps used during the exercise to register votes by stakeholders. Many of these needs/projects showed on one or more of the maps.

Passenger Rail

- Implementation of intercity passenger rail service Chicago-Quad Cities-Iowa City-Des Moines-Council Bluffs / Omaha (via the IAIS east-west corridor across Iowa). Specific station locations identified in Iowa: Davenport, Iowa City, Des Moines, and Council Bluffs.
- Implementation of intercity passenger rail service St. Paul-Mason City-Des Moines-Kansas City (via the UP north-south corridor across Iowa). Specific station locations identified in Iowa: Des Moines and Nevada.
- Implementation of intercity passenger rail service Chicago-Dubuque (via the CN in Iowa). Specific station locations identified in Iowa: Dubuque.
- Implementation of commuter rail service between Cedar Rapids and Iowa City (via the CIC corridor).
- Implementation of commuter rail service in the Des Moines Metropolitan Area. Specific lines, services, and station locations were not identified.
- Improvements/enhancements to the existing Amtrak California Zephyr station facilities at Burlington, Osceola, and Creston, Iowa.
- Potential passenger rail stations at Ames, Cedar Rapids, Clinton, and Muscatine, Iowa; however, specific passenger rail routes, corridors, and services to serve these stations were not identified.

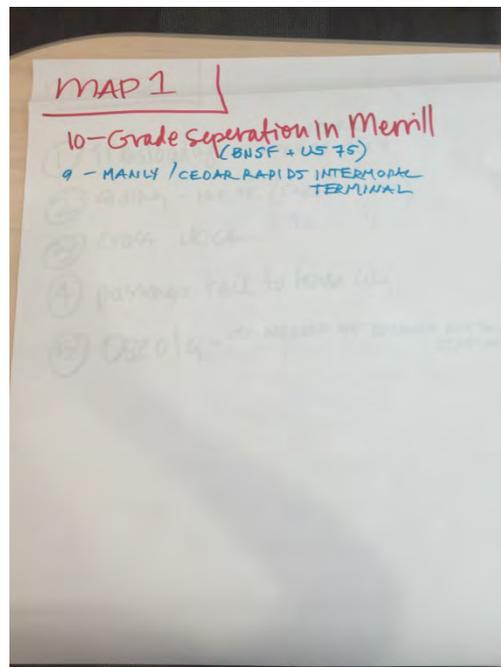
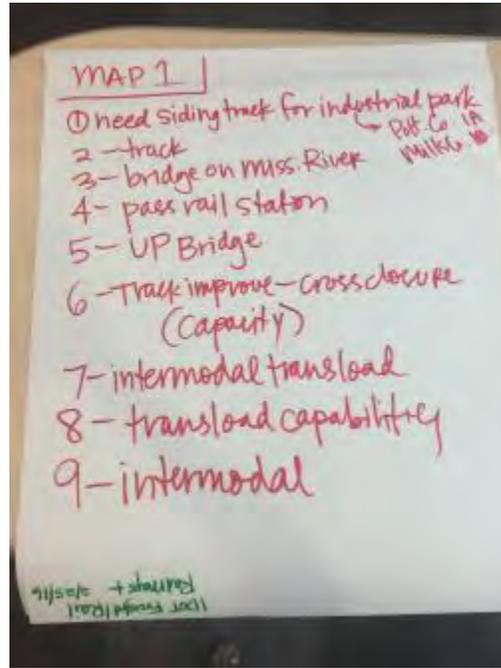
Freight Rail

- Grade separation of the at-grade crossing of the BNSF Marshall Subdivision and US Highway 75 at Merrill, Iowa.
- Transload facilities on IAIS at Council Bluffs, Des Moines, and Wilton, Iowa (the latter location could potentially serve nearby Muscatine, Iowa, which is presently served directly by CP only).
- Transload / intermodal / port facility on the CP Ottumwa Subdivision and the Mississippi River at Muscatine, Iowa.
- Construct an intermodal facility on the IANR Manly Subdivision / UP Albert Lea Subdivision at Manly, Iowa.
- Construct an intermodal facility on the CIC at Cedar Rapids, Iowa.
- Construct an intermodal facility in the Dubuque, Iowa, area (specific location or handling carriers not identified; note that Dubuque is presently served by CN and CP).
- Expand transload services at the Alliant Energy coal transloading facility on the CN Waterloo Subdivision at Williams, Iowa.
- Expand transload services at the Alliant Energy coal transloading facility on the BNSF Aurora Subdivision and CN Dubuque Subdivision at East Dubuque, Illinois (opposite Dubuque, Iowa).
- Transload facility in Des Moines, Iowa; however specific locations and serving railroads were not identified (note that BNSF, IAIS, NS, and UP presently serve Des Moines).
- Construction of a transload facility, cross-dock facility, and a siding on the North Central Iowa Rail Corridor (operated by IANR) at an industrial park area in Forest City, Iowa.
- Establish a Quiet Zone on the CP Ottumwa Subdivision through Muscatine, Iowa.
- Construct a replacement bridge over the Mississippi River at Clinton, Iowa, on the UP Geneva Subdivision.
- Rehabilitate the existing Mississippi River Bridge or replace it with a new bridge on the CN Dubuque Subdivision at Dubuque, Iowa.
- Construct a third main track between Clinton and Cedar Rapids, Iowa, on the UP Clinton Subdivision.
- Construct additional sidings and improve access on the UP Trenton Subdivision between Des Moines, Iowa, and the Iowa/Missouri state line at Lineville, Iowa.
- Close three urban grade crossings on the UP Sioux City Subdivision at Sioux City, Iowa, to improve safety, capacity, and efficiency.
- Construct a siding track for transload facilities at Pottawattamie and Mills counties, in the Council Bluffs, Iowa, area.
- Address capacity constraints on the UP Mason City Subdivision in the Mason City, Iowa, area to include closure of grade crossings.
- Make capacity improvements on the single-track UP Sioux City Subdivision between California Junction and Sioux City, Iowa, and on the single-track UP Worthington Subdivision between Le Mars, Iowa, and the Iowa/Minnesota state line near Sibley, Iowa. Improvements could include the construction of additional siding capacity..
- Note: There is a pink dot at Boone, Iowa, on map 4, but the notes do not identify the need / project (UP and BSV presently serve Boone).



Map

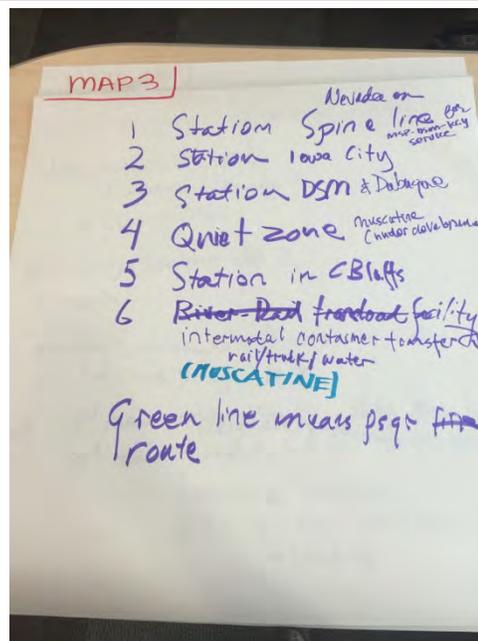
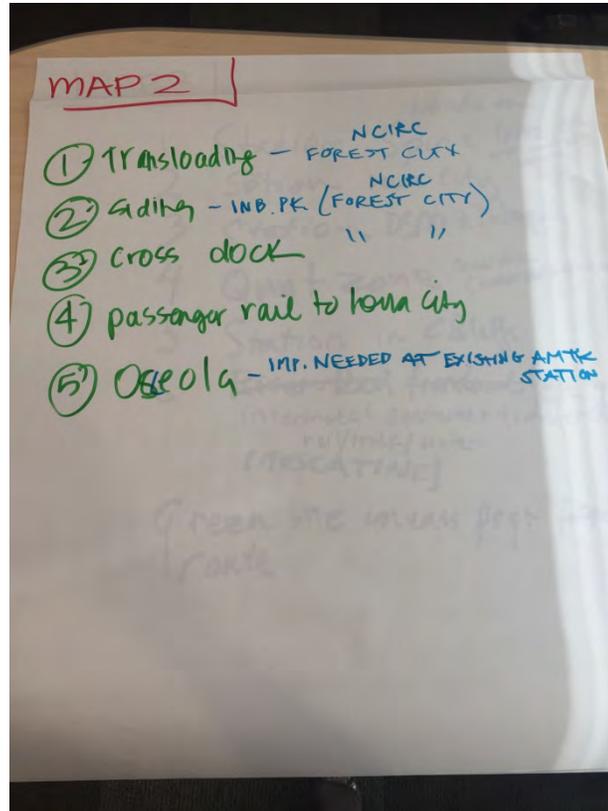
Scribe Notes





Map

Scribe Notes

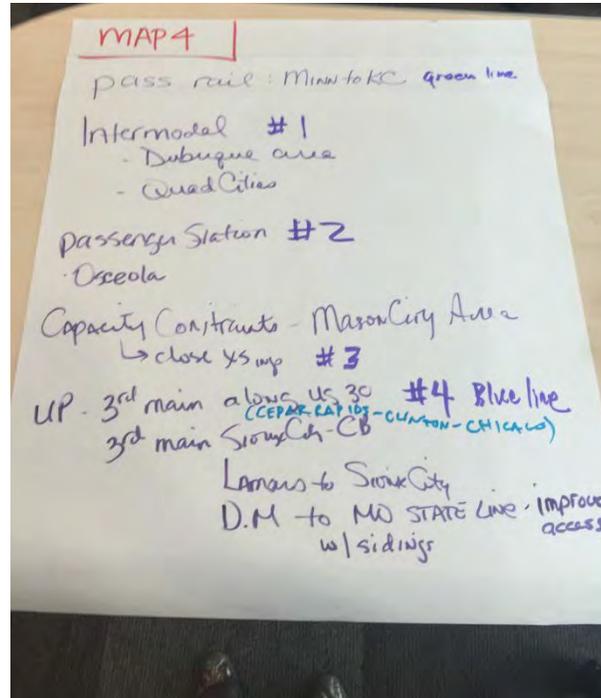




Map



Scribe Notes



HLSC Meeting Invitees

FIRST NAME	LAST NAME	ORGANIZATION
Greg	Lofstedt	
Derrick	James	Amtrak
Todd	Stennis	Amtrak
Ron	White	ARTCO Fleeting Service
Denise	Bulat	Bi-State
Gena	McCullough	Bi-State
Sarod	Dhuru	BNSF
Greg	Reeder	City of Council Bluffs
Dave	Gobin	City of Muscatine
Jeff	Woods	CRANDIC
Chandra	Ravada	Dubuque MPO
Steve	Falck	Environmental Law and Policy Center
Rob	Toncar	FedEx
Teresa	Valenta	FedEx
Stacy	Timperley	Forbs
Beth	Bilyeu	Forest City Economic Development
David	Toyer	Greater Burlington Partnership
Harold	Hommes	Iowa Department of Agriculture and Land Stewardship
Kyle	Barichello	Iowa DOT
Ed	Engle	Iowa DOT
Sam	Hiscocks	Iowa DOT
Laura	Hutzell	Iowa DOT
Amanda	Martin	Iowa DOT
Diane	McCauley	Iowa DOT
Phil	Meraz	Iowa DOT
Phil	Mescher	Iowa DOT
Tammy	Nicholson	Iowa DOT
Garrett	Pedersen	Iowa DOT
Sam	Shea	Iowa DOT
Jeff	Von Brown	Iowa DOT
Joseph	Rude	Iowa Economic Development Authority
Joe	Parsons	Iowa Interstate Railroad
John	Dill	Iowa Motor Truck Association
Don	Egli	Iowa Motor Truck Association
Brenda	Neville	Iowa Motor Truck Association
Steve	Lallier	J. B. Hunt Transport
Michael	Heckart	John Deere
Osama	Shihadeh	Kent Corporation
Michael	Helgerson	Metropolitan Area Planning Agency
Ned	Lewis	Office of Motor Vehicle Enforcement
Richard	Grenville	Port KC, Kansas City, MO
Mike	Coghlán	Sabre Industries Towers and Poles

Kelli	O'Brien	Union Pacific Railroad
Mark	Peterson	UPS
Bill	Neese	West Central Co-Op

F.2 HLSC Meeting #3/Public Meeting Summary and Invitation List



**Iowa Department of Transportation
State Freight Plan and State Rail Plan
Public Meeting Summary**

Prepared for the Iowa Department of Transportation
by HDR
June 2016

Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 **IOWA RAIL PLAN**



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Meeting Summary

Meeting Overview

The Iowa Department of Transportation (Iowa DOT) hosted a public meeting to present the State Freight Plan and draft State Rail Plan to engaged members of the public and stakeholders in the rail and freight industry. The meeting used an open house format and was held on Wednesday, June 8, 2016, in Des Moines, Iowa.

Outreach

Invitations were distributed to 1,968 recipients via email. Table 1 summarizes the outreach efforts for this meeting. See Appendix A: Meeting Invitation for the invitation content.

Table 1. Meeting Outreach

Outreach	Date	Number of Emails Distributed
Public meeting email invitation	5/19/2016	1,968
Public meeting email invitation for HLSC members	5/19/2016	42
Public meeting email reminder	6/6/2016	1,839 *
Public meeting email reminder for HLSC members	6/6/2016	42
Yammer outreach	5/2016 - 6/2016	n/a
Media advisory	5/2016 - 6/2016	n/a

* This number accounts for opt-outs, bounces, etc.

Attendees

Thirty-three stakeholders and the general public attended the meeting including representatives from the Iowa DOT, industries related to freight and rail transportation and special interest groups. See Appendix B: Public Meeting Sign-in Sheets.

Meeting Roles and Responsibilities

Table 2 summarizes the roles and responsibilities of each team member in attendance.

Table 2. Staff Roles and Responsibilities

Name	Organization	Responsibility
Jara Sturdivant-Wilson	HDR	Registration
Kevin Keller	HDR	Floater
Chris Goepel	HDR	Floater
Amanda Martin	Iowa DOT	IADOT representative
Sam Hiscocks	Iowa DOT	IADOT representative
Garrett Pedersen	Iowa DOT	IADOT representative
Craig Markley	Iowa DOT	IADOT representative

Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 **IOWA RAIL PLAN**



Name	Organization	Responsibility
Kyle Barichello	Iowa DOT	IADOT representative
Diane McCauley	Iowa DOT	IADOT representative
Ed Engle	Iowa DOT	IADOT representative
Phil Meraz	Iowa DOT	IADOT representative

Meeting Details and Agenda

The meeting was held Wednesday, June 8, 2016, at the Greater Des Moines Botanical Garden located at 909 Robert D Ray Dr, Des Moines, Iowa. The doors opened for HLSC members at 3:00 p.m. The general public had access beginning at 3:30 p.m.

3:00 p.m. – 3:30 p.m.:	HLSC access
3:30 p.m. – 7:00 p.m.:	General public access
7:00 p.m.:	Doors close, meeting ends

Meeting Purpose and Format

The purpose of the public meeting was to introduce the details of both plans, answer any questions and receive comments. Because the Iowa DOT made significant progress on both plans, the final HLSC meeting was combined with the public meeting and the Iowa Department of Transportation provided HLSC members early access to the public meeting.

The meeting format was an open house style with no formal presentation. Participants received a handout at the sign-in table and were able to view the meeting boards around the room. Participants were also able to view the State Freight Plan and draft State Rail Plan, provide comments on comment cards and obtain different materials from the Iowa DOT.

For those unable to attend the meeting in-person, stakeholders and the public were able to attend an online meeting between June 8 and July 8, 2016, at <http://www.engagefreightrailplans.iowadot.gov/>. The online meeting included the same materials presented at the in-person meeting.

See Appendix C for the handout and meeting boards.

Iowa Department of Transportation
State Rail Plan and State Freight Plan
Public Meeting Summary

2016 **IOWA RAIL PLAN**



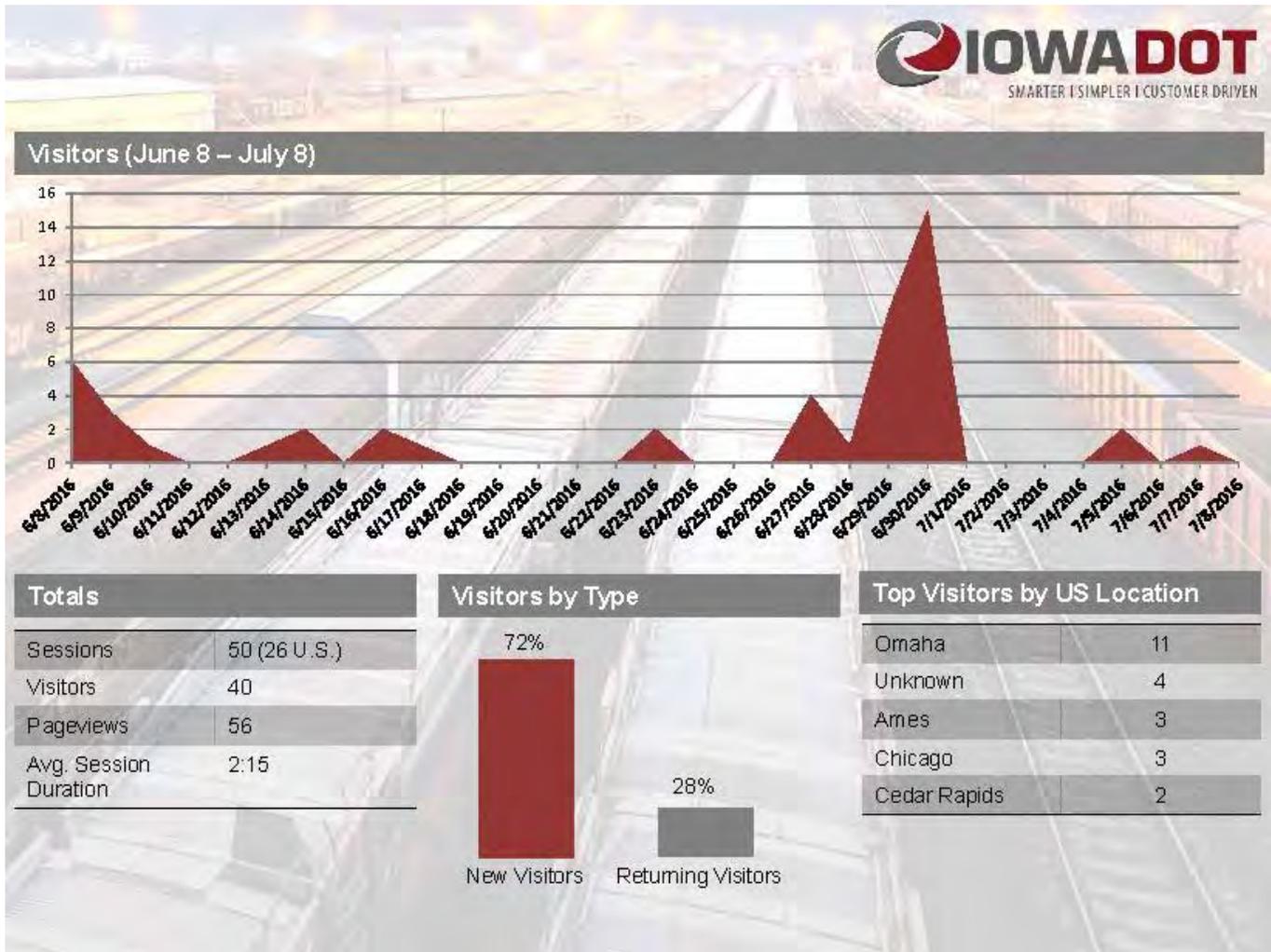
Online Meeting Statistics



State Rail & Freight Plan Online Meeting

Web Statistics

June 8 – July 8, 2016



Iowa Department of Transportation
 State Rail Plan and State Freight Plan
 Public Meeting Summary

2016 IOWA RAIL PLAN



Video Stats (June 8 – July 8)

Video	# of Visitors	% Play Rate (# Unique Plays)	Hours Watched (total)	Average Engagement
Welcome	43	44.2% (19)	0.2	65.7%
Introduction to Rail Transportation and Freight Systems	45	24.4% (11)	.1	69.7%
Introduction to Stakeholders	44	27.3% (12)	0.1	75.6%
State Rail Plan and State Freight Plan Schedules	31	19.4% (9)	0.1	36.2%
Introduction to the State Rail Plan	44	20.5% (9)	0.1	81.7%
State Rail Plan: Federal Railroad Guidance	44	27.3% (12)	0.1	85.5%
Introduction to the State Freight Plan	45	17.8% (8)	0	98.6%
State Freight Plan: Goals, Purpose, and Federal Guidance	41	24.4% (10)	0.1	71.4%
Stay Involved	25	16.0% (4)	0	43.3%

Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 **IOWA RAIL PLAN**



Comment Summary

Comments received through the website and through the completion of the online meeting on July 8, 2016, were considered in the respective plans. All comments are included in Appendix D.

Next Steps

Upon the close of the comment period for both plans, the Iowa DOT will finalize both plans. The comment period for the State Freight Plan closed June 15, 2016. The comment period for the State Rail Plan closed July 8, 2016.



Appendix A: Meeting Invitations



May 19, 2016

We are excited to announce that the State Rail and Freight Plans are nearing completion! Through your participation and input, we have been able to progress quite a bit on both plans.

First, thank you for your participating as a member in the first two High Leverage Stakeholder Committee (HLSC) meetings.

And second, because of that participation and progress of both the Iowa State Freight and State Rail Plans, a third HLSC meeting will not be conducted. In lieu of holding a third HLSC meeting, the Iowa Department of Transportation invites you to early access to the public open house. The meeting will provide Iowa DOT an opportunity to solicit more general input about rail and freight issues and concerns and opportunities for freight and passenger rail. Representatives from the offices of Systems Planning and Rail Transportation will be available to answer questions and receive comments.

You are invited to attend a public open house meeting!

Meeting Details:

Date: Wednesday, June 8th

Time: 3:00- 3:30 p.m. (HLSC access)

3:30 - 7:00 p.m. (General public)

Location: Greater Des Moines Botanical Garden

909 Robert D. Ray Dr

Des Moines, IA 50309

Parking: Please park on the south side of the building.

Because we are combining these meetings, we hope that you are able to invite your constituents and/or others interested in rail and freight. This might be a great opportunity to show others exactly how you provided input on what the future of rail and freight will look like in Iowa. If you are unable to attend the meeting in-person, you can visit www.engagefreightrailplans.iowadot.gov between June 8 and July 8, 2016, to attend an online meeting.

Note that the comment period for the State Freight Plan has opened and closes June 15, 2016. The comment period for the State Rail Plan will begin June 8 and closes July 8.

We are excited to see you at the public open house meeting!

Stuart Anderson, Director
Planning, Programming and Modal Division

Iowa Department of Transportation
State Rail Plan and State Freight Plan
Public Meeting Summary

2016 IOWA RAIL PLAN



www.iowadot.gov

May 19, 2016

Do you know what rail and freight will look like in the future for Iowa? Join the Iowa Department of Transportation as they present the current drafts of both the State Rail Plan and the State Freight Plan. These plans will shape and provide direction on what the future of rail and freight will look like in Iowa. The meeting will also provide the Iowa DOT an opportunity to solicit more general input about rail and freight issues and concerns and opportunities for freight and passenger rail. Representatives from the offices of Systems Planning and Rail Transportation will be available to answer questions and receive comments.

You are invited to attend a public open house meeting!

Meeting Details:

Date: Wednesday, June 8th

Time: 3:30 – 7:00 p.m.

Location: Greater Des Moines Botanical Garden
909 Robert D. Ray Dr
Des Moines, IA 50309

Parking: Please park on the south side of the building.

If you are unable to attend the meeting in-person, you can visit www.engagefreightrailplans.iowadot.gov between June 8 and July 8, 2016, to attend an online meeting.

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010

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

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Iowa Department of Transportation
State Rail Plan and State Freight Plan
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2016 **IOWA RAIL PLAN**



June 6, 2016

Don't forget that the public open house meeting is this week! This is the opportunity for you to learn about the future of rail and freight in Iowa. You will be able to meet with representatives from the offices of Systems Planning and Rail Transportation who will be available to answer questions and receive comments.

Meeting Details:

Date: Wednesday, June 8th

Time: 3:30 – 7:00 p.m.

Location: Greater Des Moines Botanical Garden

909 Robert D. Ray Dr

Des Moines, IA 50309

Parking: Please park on the south side of the building.

If you are unable to make the meeting, you can visit www.engagefreightrailplans.iowadot.gov between June 8 and July 8, 2016, to attend an online meeting.

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010

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

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Appendix B: Public Meeting Sign-in Sheets

Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 IOWA RAIL PLAN



2016 IOWA RAIL PLAN



Sign-in Sheet
Public Meeting
June 8, 2016

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Caleb Kokjohn</i>	Address <i>6103 ORTHOWAY</i> City/Zip <i>FORT MADISON, IA 52627</i> Phone <i>319-372-6012</i> Email <i>caleb.kokjohn@cryptech.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Nikita Rainey</i>	Address <i></i> City/Zip <i></i> Phone <i></i> Email <i></i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Greg Dickinson</i>	Address <i>1420 11th Ave NE</i> City/Zip <i>50009</i> Phone 515 <i>515-244-2123</i> Email <i>greg@e-merchants.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Ryan Davis</i>	Address <i>1360 NW 12th St</i> City/Zip <i>Clive 50235</i> Phone <i>515-941-1229</i> Email <i>rdavis@mcresolts.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

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Sign-in Sheet
Public Meeting
June 8, 2016

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Melinda Dunsmoor</i>	Address <i>1201 Grand Ave, Suite 204</i> City/Zip <i>Des Moines, IA 50265</i> Phone <i>515-288-4577</i> Email <i>mdunsmoor@benchmarkshipping.com</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other <i>Other person who received email notice</i>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Craig O'Riley</i>	Address <i>2414 Yorkshire Cir</i> City/Zip <i>Amos 50010</i> Phone <i></i> Email <i></i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other <i>DOT staff</i>	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Brian Guillaume</i>	Address <i>Iowa Capitol</i> City/Zip <i></i> Phone <i></i> Email <i>brian.guillaume@legis.iowa.gov</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Brian Selinger</i>	Address <i>206 E. Grand</i> City/Zip <i>Des Moines</i> Phone <i></i> Email <i>Brian.selinger@iowagov</i>	<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name Clifford A LeCompt	Address 1401 W Washington Ave City/Zip Polk City, IA 52260-216	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone 515 389-6408 Email				
Name Steve Falck	Address 686 Foster Dr City/Zip DSM 50312	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone 515 2407542 Email sfalck@alliant.org				
Name Sean Littrel	Address 3266 Southbury St City/Zip Ames 50010	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone Email				
Name Jim Triemh	Address City/Zip Granger IA	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone 515 720 9192 Email jtriemh@alliant.com				

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June 8, 2016

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name Jeff Schug	Address 840 Long Meadows Ln City/Zip Johnston IA 50131	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone 515-577-1782 Email jschug@rcbresults.com				
Name Kim Bessner	Address City/Zip	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone Email				
Name Jeff Bessner	Address City/Zip	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone Email				
Name Paul Kirpes	Address 621 S. 26th City/Zip WOI	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flair <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)	Phone Email pkirpes@whotwatersmost.com				

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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Laura Lutz-Zimmerman</i>	Address <i>200 E Grand Ave</i> City/Zip <i>Des Moines 50030</i> Phone <i>515-785-3004</i> Organization (if applicable) <i>I EDA</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Randy Kaster</i>	Address <i>19798 W Lenter Rd. Suite 200</i> City/Zip <i>Omaha, NE 68144</i> Phone <i>402-353-5792</i> Organization (if applicable) <i>Alfred Benesch & Co.</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Andrew Collins</i>	Address City/Zip Phone Organization (if applicable) <i>Des Moines Area mpo</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Rich Vorkler</i>	Address <i>2727 SW Snyder Blvd</i> City/Zip <i>Ankeny Iowa 50023</i> Phone <i>515 964 2020</i> Organization (if applicable) <i>Snyder & Associates Inc.</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

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Public Meeting
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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>MICHAEL KEEFER</i>	Address <i>310 3rd St. SE</i> City/Zip <i>CEDAR RAPIDS, IA 52401</i> Phone <i>319-823-0484</i> Organization (if applicable) <i>UNITED STATES HOUSE OF REPRESENTATIVES</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name	Address City/Zip Phone Organization (if applicable)	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name	Address City/Zip Phone Organization (if applicable)	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name	Address City/Zip Phone Organization (if applicable)	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Kyle Nordgaard</i>	Address <i>1400 Douglas St Omaha, NE</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Union Pacific</i>	Phone <i>402-544-2029</i>				
Email <i>knordga@up.com</i>					
Name <i>Mike Kulik</i>	Address	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Davis Brown Law Firm</i>	City/Zip				
Phone					
Email					
Name <i>Todd Ashby</i>	Address <i>420 Warren Powell Des Moines</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>DMA MPO</i>	City/Zip <i>DSM 50309</i>				
Phone <i>515-354-6034</i>					
Email <i>tashbyed@dmmpo.org</i>					
Name <i>Michael Dolch</i>	Address <i>110 SW 9th Street</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Senator Ernst</i>	City/Zip <i>DSM 50109</i>				
Phone <i>712-270-1111</i>					
Email <i>michael_dolch@ernst.senate.gov</i>					

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2016 IOWA RAIL PLAN



Sign-in Sheet
Public Meeting
June 8, 2016

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Adam Schweers</i>	Address <i>1642 Oakwood Dr Coral 51401</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Hwy 30 Coalition</i>	Phone <i>712-790-6283</i>				
Email <i>adam@computerconceptsinc.com</i>					
Name <i>Ter Brackett</i>	Address <i>1435 Ohio Street Des Moines 50314</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Neumann Brothers, Inc.</i>	City/Zip				
Phone <i>515-243-0156</i>					
Email <i>brackett@neumannbro.com</i>					
Name <i>Timly</i>	Address <i>1201 Grand Ave WDM IA 50265</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>CKI</i>	City/Zip				
Phone					
Email <i>CKINTLMARKETING@gmail.com</i>					
Name <i>Don McDowell</i>	Address <i>5406 University Ave WDM 50266</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Farm Bureau</i>	City/Zip				
Phone <i>515 225-5547</i>					
Email <i>dmcowell@iffb.org</i>					

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Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 **IOWA RAIL PLAN**



Sign-in Sheet
Public Meeting
June 8, 2016

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Darla Hugelboom</i>	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Thomas Tai</i>	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Stacy Timperley</i>	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>David Purdy</i>	Address City/Zip Phone Email <i>handepurdy@cox.net</i>	<input type="checkbox"/> Email <input type="checkbox"/> Newspaper Ad <input type="checkbox"/> Social Media <input type="checkbox"/> Radio <input type="checkbox"/> TV <input type="checkbox"/> Poster/Flier <input type="checkbox"/> Website <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

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Appendix C: Handout and Meeting Boards



WELCOME!

The purpose of today's meeting is to introduce you to the draft Iowa State Rail and Freight Plans, answer questions and receive comments.

Today we will:

- Provide a summary of what is presented in both plans;
- Gather comments on both plans; and
- Provide ways to stay connected with the Iowa Department of Transportation.

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 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.

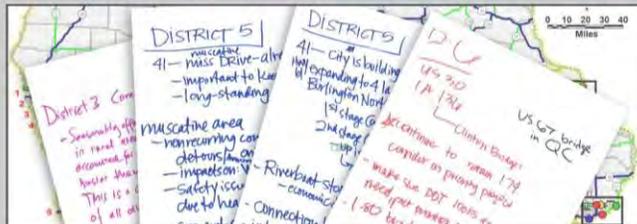
State Rail and Freight Plan Overlap

The State Rail and Freight Plans are closely related and have several overlapping activities. The Iowa DOT combined public engagement efforts of for both plans allowing for the integration of feedback appropriately. Due to the subject matter, there is natural overlap of information, data and analysis for both rail and freight.

2015-2016 Meeting Highlights



Participants in the Issues-Based Workshop in Des Moines, Iowa, voted on the strengths, weaknesses, opportunities and threats of the rail and freight systems in Iowa.



Participants in the second High Leverage Stakeholder Committee meeting in Des Moines, Iowa. (Top) Participants voted on rail capital investments and projects in Iowa. (Bottom) Example of comments participants provided on the Value, Condition, and Performance (VCAP) process by district.



State Rail Plan

Draft Goals of the State Rail Plan



The primary purpose of the State Rail Plan is to serve as a statewide, long-range rail planning document, fully integrated with other state planning initiatives.

The State Rail Plan will integrate current and future freight and passenger rail projects into a multimodal framework, identify economic benefits, align initiatives with Iowa priorities, and unify common rail interests.

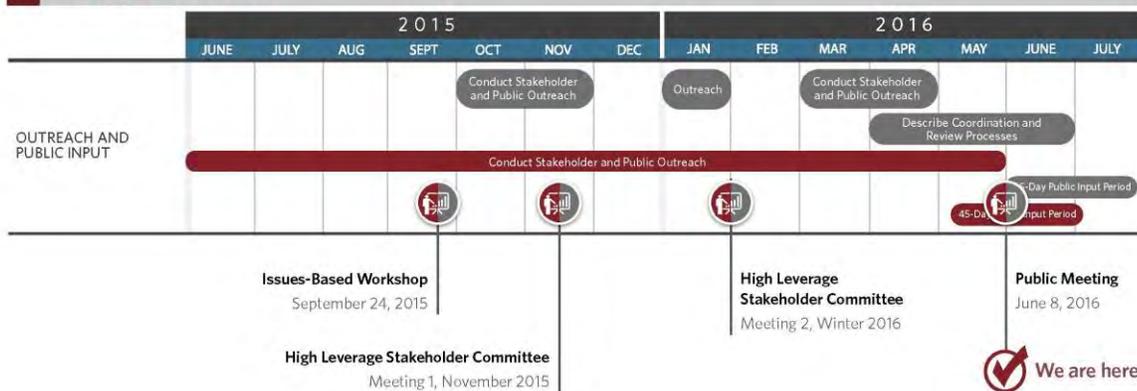
What We Have Heard:

Stakeholder coordination and public outreach recognized the needs and opportunities for:

- Enhanced access to the state's rail network for freight shippers / receivers.
- Improvements to infrastructure and the capacity, safety, and efficiency of the state's rail network.
- Economic development.
- Environmental sustainability.
- Enhancement of existing passenger rail services and development of new passenger rail services in the state.



Progress to Date





State Freight Plan

Goals of the State Freight Plan



Improve contribution of freight system



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

The primary purpose of the State Freight Plan is to serve as a statewide long-range freight planning document, fully integrated with other state planning initiatives.

What We Have Heard:

Stakeholder coordination and public outreach recognized the needs and opportunities for:

- Funding for all modes of freight transportation is a constant obstacle.
- Freight industries want reliable transportation above all else.
- There is a need for more intermodal connections.
- Heavy truck traffic on I-80 in eastern Iowa is a concern.

- The nation's locks and dams on the inland waterway system are in need of funding for maintenance and improvements.
- All freight transportation modes are important and impact each other.
- The State of Iowa should be thinking regionally, nationally, and internationally when considering freight movement.
- Some State and Federal regulations hinder freight movement.
- Greater harmonization and standardization of rules in regulation between states is desired by shippers.



Federal Guidelines

The federal government requires each state to develop plans for freight and rail transportation. Iowa's State Rail Plan was first published in 2009. The 2016 State Rail Plan will meet federal guidelines and will be available in late summer, along with the State Freight Plan.

The State Freight Plan will support the National Freight Goals, as defined by the associated federal guidelines.

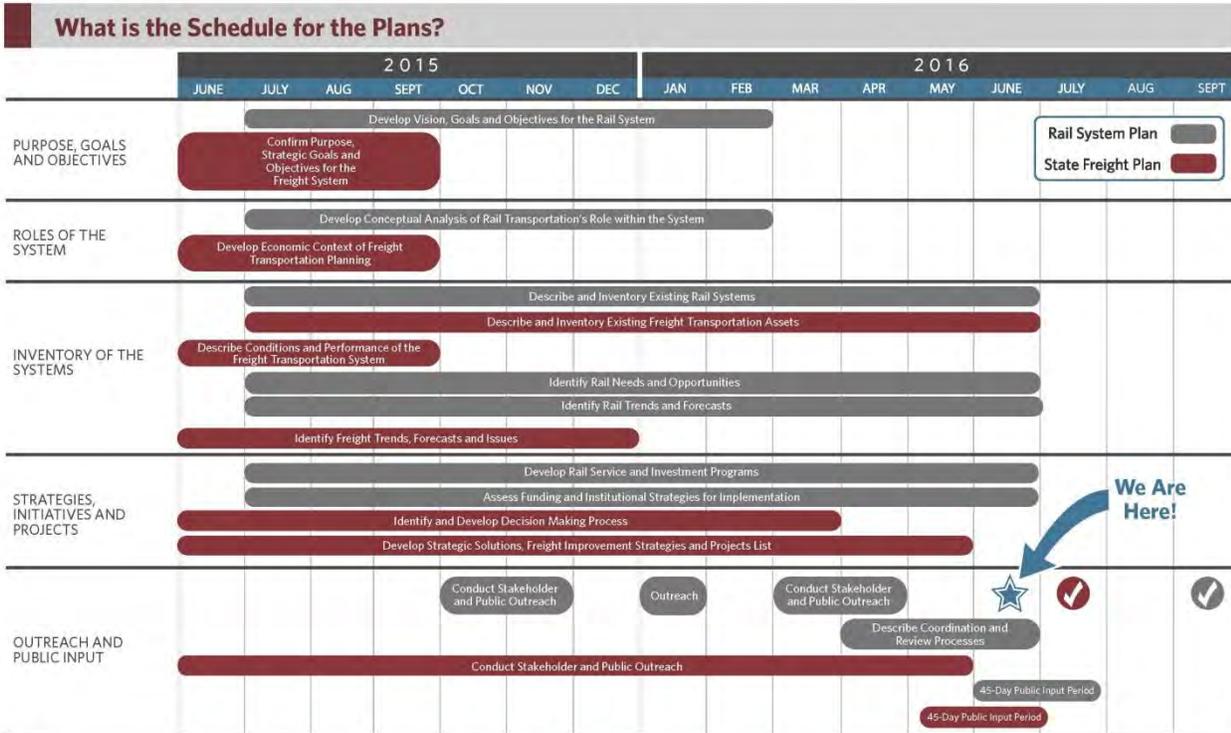
Each state is encouraged to establish a freight advisory committee composed of a representative cross-section of public and private-sector

freight stakeholders. Each state is also encouraged to develop a comprehensive plan for its immediate and long-range freight-related planning and investments.

The Iowa DOT has met these two federal requirements.

Iowa Department of Transportation State Rail Plan and State Freight Plan Public Meeting Summary

2016 **IOWA RAIL PLAN**



- Open House: We Are Here!**
June 8, 2016
- Finalize State Freight Plan**
July 12, 2016
- Finalize State Rail Plan**
September 2016

PROVIDE COMMENTS	Visit http://EngageFreightRailPlans.IowaDOT.gov to review the draft State Rail Plan and provide comments until July 23rd .	Visit http://www.IowaDOT.gov/IowaInMotion/Freight.html to review the draft State Freight Plan and provide comments until June 15th .
STAY INVOLVED	Visit us at: http://EngageFreightRailPlans.IowaDOT.gov Email us at: Info@EngageFreightRailPlans.com	





Welcome

THE PURPOSE OF THIS MEETING IS TO:

- Introduce you to the details of the Iowa State Rail and State Freight Plans.
- Answer your questions and receive comments.

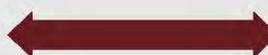




Rail Transportation and Freight Systems

RAIL TRANSPORTATION INCLUDES:

- Freight Rail
- Passenger Rail



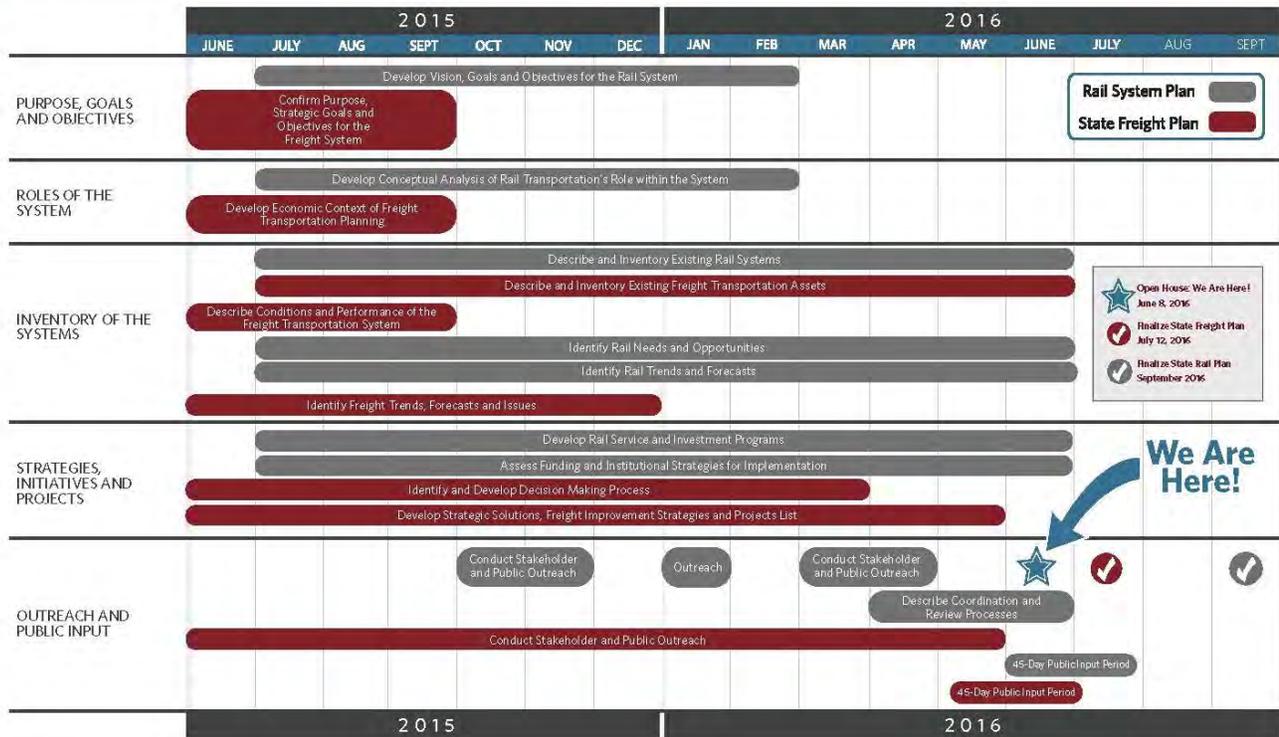
FREIGHT SYSTEMS INCLUDES:

- Air
- Highway
- Pipeline
- Railroad
- Waterway





State Rail Plan and State Freight Plan Development Schedule



Rail System Plan ■
State Freight Plan ■

- ★ Open House: We Are Here! June 8, 2016
- ✓ Realize State Freight Plan July 12, 2016
- ✓ Realize State Rail Plan September 2016

We Are Here!





Introduction to Stakeholders

WHO ARE THE STAKEHOLDERS?

- Freight railroads
- Passenger railroads (Amtrak)
- Public agencies
- Advocacy organizations
- Neighboring states
- Local, state, and regional officials
- General public
- Freight industry representatives

Stakeholders represent audiences that are integral to achieving the project objectives and goals.





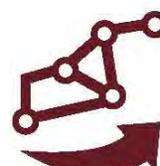
State Rail Plan: Draft Goals



Enhance the safety
and security of the
rail system



Maintain the rail
infrastructure



Provide access
and connectivity



Improve
efficiency



Ensure economic
competitiveness and
development



Sustain the
environment





Introduction to the Iowa State Rail Plan

THE STATE RAIL PLAN:

- Will actively engage railroads and freight and passenger rail stakeholders.
- Will identify the needs and opportunities of the state's passenger and freight rail network.
- Will identify and prioritize potential capital investments in projects and studies to address these needs and concerns.

STATE RAIL PLAN PURPOSE:

To serve as a statewide, long-range planning document, fully integrated with other state planning initiatives.

STATE RAIL PLAN VISION STATEMENT:

A safe, secure, and efficient Iowa rail system that ensures Iowa's economic competitiveness and development by maintaining the rail infrastructure and providing rail access and connectivity for people and goods in an environmentally sustainable manner.





State Rail Plan: What We Have Heard

Stakeholder coordination and public outreach recognized the needs and opportunities for:

- Enhanced access to the state's rail network for freight shippers/receivers.
- Improvements to infrastructure and the capacity, safety, and efficiency of the state's rail network.
- Economic development.
- Environmental sustainability.
- Enhancement of existing passenger rail services and development of new passenger rail services in the state.





State Rail Plan: Federal Railroad Administration (FRA) Guidance



Stakeholder engagement



Identify proposed rail improvements



Safe, efficient, convenient freight and passenger rail transportation



Economic development

SECTION 303
OF PRIIA



SUPPORTS NATIONAL
FREIGHT GOALS





State Rail Plan: Capital Investments and Projects

Potential future capital projects and studies have been identified and prioritized for **short-range** (1-4 years) or **long-range** (5-21 years) implementation in the Rail Service and Investment Plan developed for the State Rail Plan.

The proposed projects generally focus on:

- Increased rail capacity, efficiency, and safety through infrastructure investments.
- Enhanced and new rail access for Iowa's shippers/receivers.
- Reduction or elimination of major freight bottlenecks.
- Passenger rail improvements that increase passenger safety, preserve and enhance existing services and facilities, and potentially expand service to new intercity corridors.





State Rail Plan: Proposed Short-Range Projects and Studies

PASSENGER RAIL PROJECTS AND STUDIES

Iowa DOT's proposed short-range passenger rail projects and studies (Year 1 through Year 4) are aimed at:

- Improving existing intercity passenger rail services.
- Identifying the potential for implementation of additional passenger rail and connecting bus services on new intercity corridors.
- Further study of the potential for commuter rail implementation.

FREIGHT RAIL PROJECTS AND STUDIES

During the four-year short-range program period, the proposed freight rail projects mostly entail making improvements to the capacity and rail access on the state rail network. These include enhancement of:

- Existing rail access or development of new rail access for shippers/receivers (transload, intermodal facilities, industrial spurs).
- Enhancements to the capacity and safety of the state's rail network.
- Improvements to track infrastructure.





State Rail Plan: Proposed Long-Range Projects and Studies

PASSENGER RAIL PROJECTS AND STUDIES

For the long-range program (Year 5 through Year 21), projects previously identified in the short-range program will be further advanced toward implementation pending confirmation of construction and economic feasibility. Proposed projects include:

- Improvements to stations and facilities at existing Amtrak stations in Iowa.
- Implementation of intercity passenger rail services on new corridors.
- Implementation of commuter rail service.

Proposed studies include additional studies for passenger and commuter rail services in the state.

FREIGHT RAIL PROJECTS AND STUDIES

Projects proposed for public funding beyond the four-year short-range program period will be subject to funding availability as well as further analysis as to their viability and relative benefits to costs. The objective of most of the long-range projects will be to:

- Improve the capacity, efficiency, and safety of the state's railroads (particularly in yards and congested terminal areas).
- Enhance rail access by expanding or constructing transload and intermodal facilities.
- Upgrade or replace major river bridges.
- Improve flood mitigation measures.





State Freight Plan: Goals



Improve contribution
of freight system



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





Introduction to the Iowa State Freight Plan

THE STATE FREIGHT PLAN:

- Will outline freight planning activities that will achieve the objective for Iowa to provide a safe, efficient, and convenient freight transportation system to Iowans and those traveling through Iowa.
- Will guide Iowa DOT's investment decisions to maintain and improve the freight transportation system, and ultimately strengthen the state's economy and raise the quality of life for its citizens.

IOWA FREIGHT PLAN PURPOSE

The primary purpose of the State Freight Plan is to serve as a statewide long-range freight planning document, fully integrated with other state planning initiatives.





State Freight Plan: Federal Guidance

The State Freight Plan will support the National Freight Goals as defined by federal guidelines.

EACH STATE IS ENCOURAGED TO:

- ✓ Establish a freight advisory committee composed of a representative cross-section of public- and private-sector freight stakeholders.
- ✓ Develop a comprehensive plan for its immediate and long-range freight-related planning and investments.

The Iowa DOT has met these two federal requirements.





State Freight Plan: Iowa's Freight Improvement Strategies

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/leverage 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 oversized/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 I-35 Marine Highway Corridor	✓	✓	✓	✓	✓	✓	✓
13 Promote freight movement on the I-29 Marine Highway Connector	✓	✓	✓	✓	✓	✓	✓
14 Provide real-time information on system conditions to support the movement of freight	✓	✓	✓		✓	✓	✓
15 Leverage real-time information on users of the system to support advanced decision-making and incident avoidance	✓	✓	✓		✓	✓	✓
16 Provide measured, clear, non-technical performance results for the freight system	✓	✓	✓	✓	✓	✓	✓
17 Streamline and align freight-related regulations and minimize unintended consequences	✓				✓	✓	
18 Act as a point of contact and educator on freight transportation options	✓	✓			✓	✓	
19 Explore new truck cross-docking operations to enable greater opportunities to consolidate truck freight for Iowa shippers	✓	✓			✓		
20 Explore a new rail intermodal facility to enable access to lower cost rail services for Iowa businesses	✓	✓			✓		
21 Explore additional transload facilities to provide Iowa businesses with more access to lower cost railroad freight services	✓	✓			✓		
22 Explore opportunities to leverage a barge and rail multimodal solution to provide a cost-effective freight transportation alternative	✓	✓		✓	✓		✓
23 Explore opportunities to build a logistics park to collocate cross-docking, intermodal, transloading, and warehousing facilities	✓	✓			✓		
24 Collaborate with the railroads to provide Iowa companies with more access and capacity to accommodate additional Iowa freight shipments	✓	✓					✓
25 Explore opportunities to reposition empty containers by barge and reduce repositioning costs	✓	✓			✓	✓	✓
26 Explore and implement strategies to reduce deadhead truck miles	✓	✓	✓		✓	✓	✓
27 Explore opportunities for railroad to provide additional lower cost freight rail transportation for high volume traffic lanes within Iowa	✓	✓	✓	✓			





State Freight Plan: What We Have Heard

Stakeholder coordination and public outreach recognized:

- Funding for all modes of freight transportation is a constant obstacle.
- Freight industries want reliable transportation above all else.
- There is a need for more intermodal connections.
- Heavy truck traffic on I-80 in eastern Iowa is a concern.
- The nation's locks and dams on the inland waterway system are in need of funding for maintenance and improvements.
- All freight transportation modes are important and impact each other.
- The State of Iowa should be thinking regionally, nationally, and internationally when considering freight movement.
- Some state and federal regulations hinder freight movement.
- Greater harmonization and standardization of rules in regulation between states is desired by shippers.





Multimodal Freight Network Map





Next Steps

2016					
	MAY	JUNE	JULY	AUG	SEPT
Draft State Freight Plan stakeholder review and public comment period					
Draft State Rail Plan stakeholder review, public input, and FRA review					
Open House: We Are Here!					
Finalize State Freight Plan					
Finalize State Rail Plan					

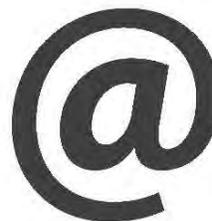
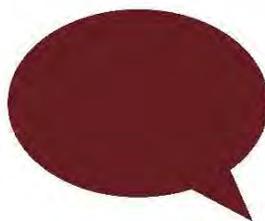
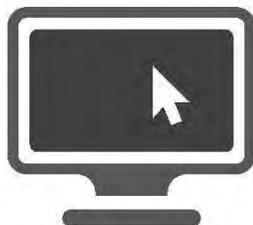
We Are Here! (with arrow pointing to the June star icon)





Stay Involved

- **Visit the website:** www.EngageFreightRailPlans.iowaDOT.gov
- **Have a comment about the State Rail Plan?**
Visit www.EngageFreightRailPlans.iowaDOT.gov to review the draft State Rail Plan and provide comments until July 23.
- **Have a comment about the State Freight Plan?**
Visit www.iowaDOT.gov/lowaInMotion/Freight.html to review the draft State Freight Plan and provide comments until June 15.
- **Send us an email:** info@EngageFreightRailPlans.com



Iowa Department of Transportation
State Rail Plan and State Freight Plan
Public Meeting Summary

2016 **IOWA RAIL PLAN**



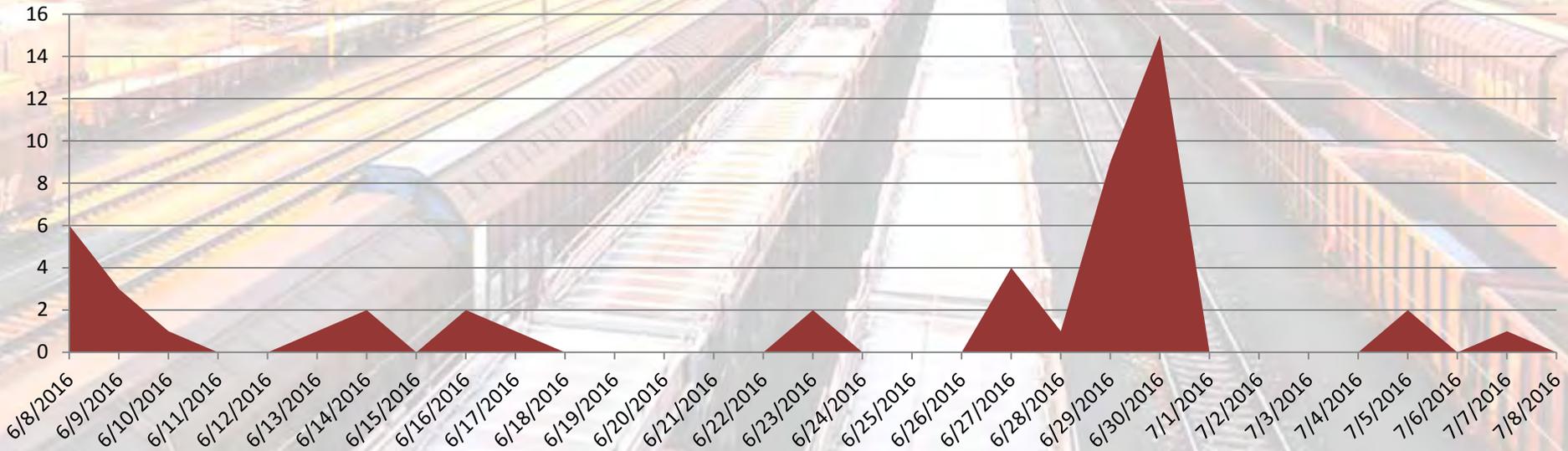
Appendix D: Comments

State Rail & Freight Plan Online Meeting

Web Statistics

June 8 – July 8, 2016

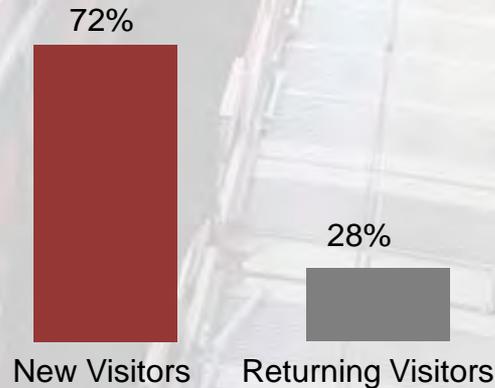
Visitors (June 8 – July 8)



Totals

Sessions	50 (26 U.S.)
Visitors	40
Pageviews	56
Avg. Session Duration	2:15

Visitors by Type



Top Visitors by US Location

Omaha	11
Unknown	4
Ames	3
Chicago	3
Cedar Rapids	2

Video Stats (June 8 – July 8)

Video	# of Visitors	% Play Rate (# Unique Plays)	Hours Watched (total)	Average Engagement
Welcome	43	44.2% (19)	0.2	65.7%
Introduction to Rail Transportation and Freight Systems	45	24.4% (11)	.1	69.7%
Introduction to Stakeholders	44	27.3% (12)	0.1	75.6%
State Rail Plan and State Freight Plan Schedules	31	19.4% (9)	0.1	36.2%
Introduction to the State Rail Plan	44	20.5% (9)	0.1	81.7%
State Rail Plan: Federal Railroad Guidance	44	27.3% (12)	0.1	85.5%
Introduction to the State Freight Plan	45	17.8% (8)	0	98.6%
State Freight Plan: Goals, Purpose, and Federal Guidance	41	24.4% (10)	0.1	71.4%
Stay Involved	25	16.0% (4)	0	43.3%

F.3 Issues-Based Workshop Meeting Summary and Invitation List

Iowa Rail and Freight Plan Issues-Based Workshop
Summary

as of 10/15/2015

2016 **IOWA RAIL PLAN**



Iowa Rail and Freight Plan Issues-Based Workshop: Summary

Prepared for the Iowa Department of Transportation

HDR

October 2015

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



Workshop Summary

Workshop Overview

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

Outreach

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

Table 1: Outreach Dates

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

Workshop Agenda and Outcomes

Attendees

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

Agenda and Outcomes

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

Introduction

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

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

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

Visioning Process



Iowa Rail and Freight Plan Issues-Based Workshop Summary



as of 10/15/2015

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

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

Presentation 2: 2016 Iowa Rail Plan Overview

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

SWOT Analysis Activity

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

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

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

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

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

Issues Identification and Categorization

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

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

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



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

One CyBIZ scribe assisted each set of facilitators.

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

Table 3: Themes from Issues Identification and Categorization

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

Next Steps

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendices

Appendix A: Invitation Mailing and Attendee List

2016 **IOWA RAIL PLAN**



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

2016 IOWA RAIL PLAN



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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2016 IOWA RAIL PLAN



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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2016 **IOWA RAIL PLAN**



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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2016 **IOWA RAIL PLAN**



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendix B: Example Workshop Invitations



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

2016 IOWA RAIL PLAN



Email distributed 8/31/2015



August 31, 2015

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

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

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

This workshop will:

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

Meeting Details:

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

State Rail Plan Goals

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

State Freight Plan Goals

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

Join us!

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

We look forward to seeing you.

Sincerely,

Stuart Anderson, Director
Planning, Programming and Modal Division



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/11/2015



September 11, 2015

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

Date: Thursday, September 24

Time: 8:00 am - 3:45 pm

Location: Holiday Inn Downtown - Mercy Area

1050 6th Ave, Des Moines, IA 50314

***Attendance is free and lunch will be provided.**

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

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

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

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

We look forward to seeing you.

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/18/2015

2016 IOWA RAIL PLAN



www.iowadot.gov

September 18, 2015

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

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

The workshop takes place:

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

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

We look forward to seeing you.

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010

[Opt Out](#)

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Email distributed 9/23/2015



September 23, 2015

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

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

Thursday, September 24

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

WiFi Login: guest
Password: rewardsclub

8:00 – 8:30 am

- Registration

8:30 – 8:45 am

- Welcome and Safety Briefing

8:45 – 10:00 am

- Freight Context Setting and Visioning

10:00 – 10:15 am

- Break

10:15 – 11:30 am

- Rail Context Setting and Visioning

11:30 – 12:00 pm

- Lunch

12:00 – 2:00 pm

- Focus Group Break Outs

Table assignments correspond with the sticker on your name tag.

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

- Issues Categorization

2:00 – 2:15 pm

- Break

2:15 – 3:45 pm

- Focus Group Reports and Wrap-up

Stuart Anderson, Director
Planning, Programming and Modal Division

800 Lincoln Way
Ames, IA 50010

[Get Out](#)

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



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendix C: Attendee Handout Packet



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



Issues-Based Workshop Agenda

Thursday, September 24

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12:00 – 2:00 pm

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

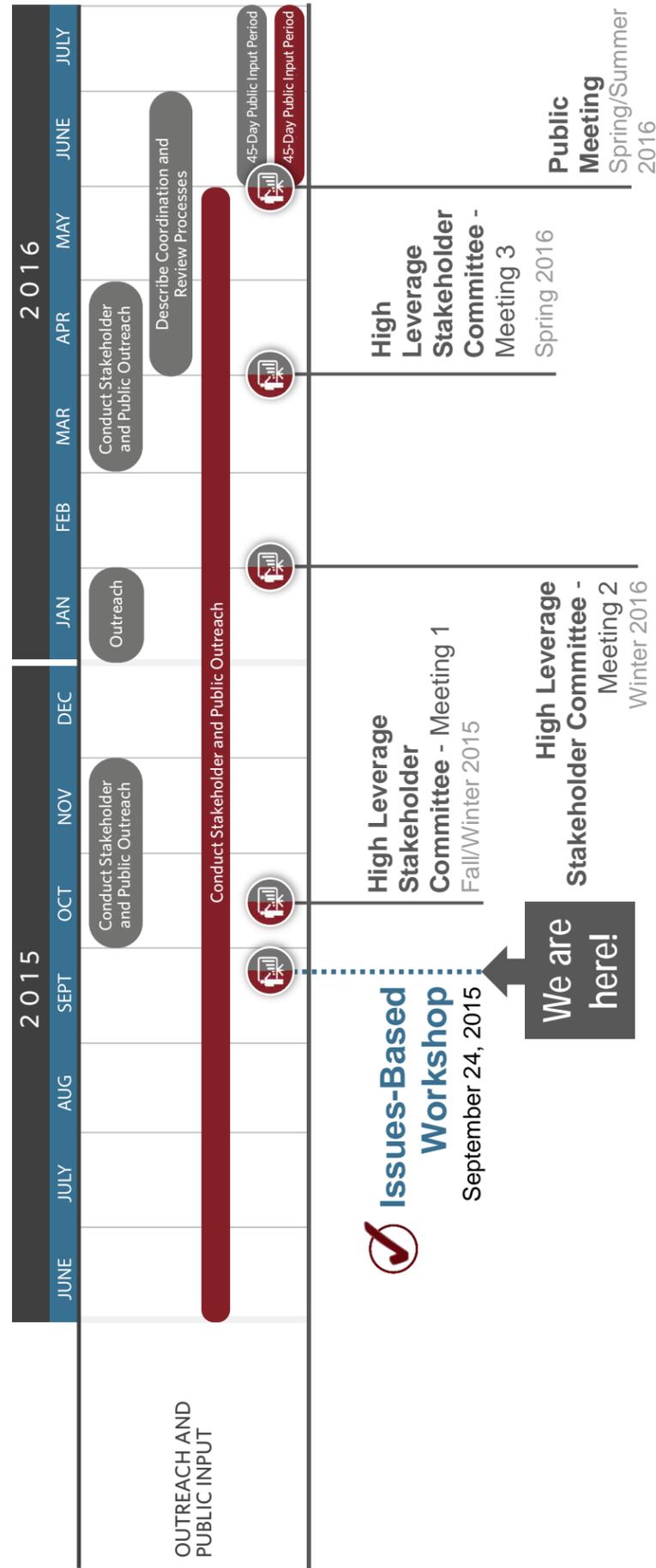
2:00 – 2:15 pm

- ***Break***

2:15 – 3:45 pm

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

What's Next?



STAY INVOLVED

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



2016 IOWA RAIL PLAN



ISSUES-BASED WORKSHOP HANDOUT

September 2015

WELCOME!

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

Today we will:

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

Background

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

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

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

State Rail and Freight Plan Overlap

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

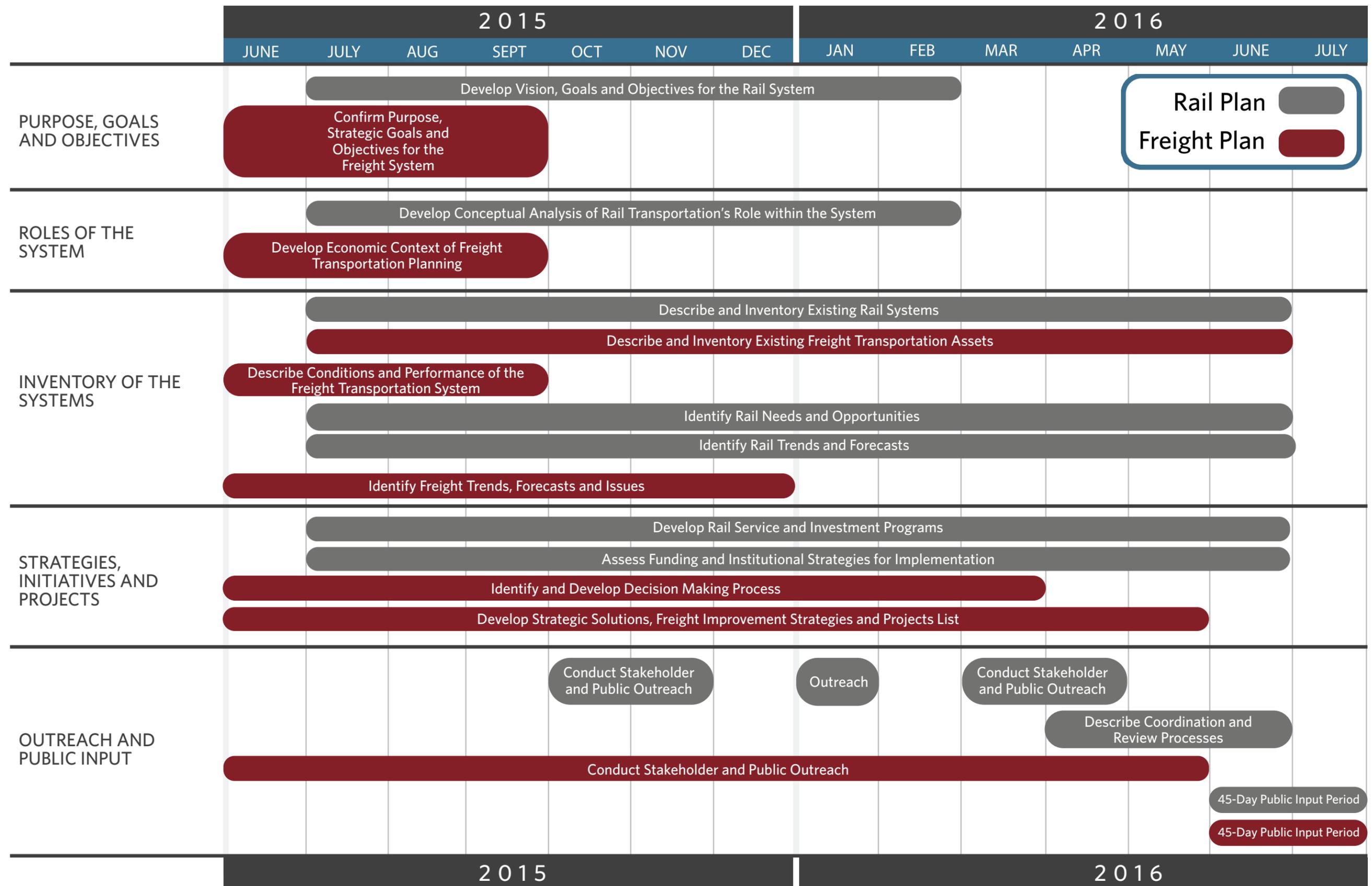
Draft State Rail Plan Goals

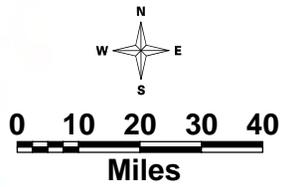
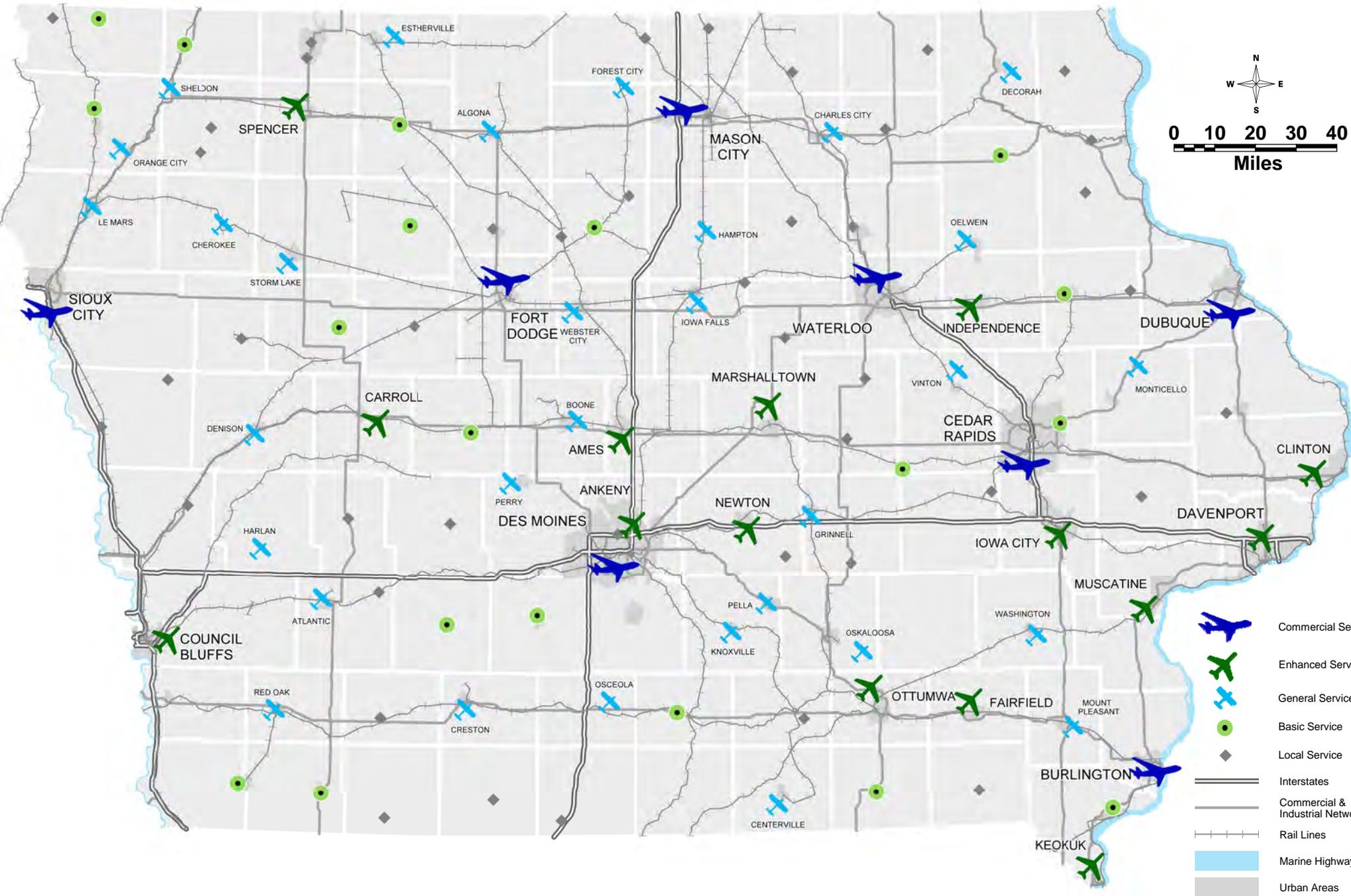
- Create a state rail vision and a supporting program of proposed public rail investments and improvements that will result in quantifiable economic benefits to Iowa.
- Enable Iowa to implement an efficient and effective approach for merging passenger and freight rail elements into the larger multimodal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

State Freight Plan Goals

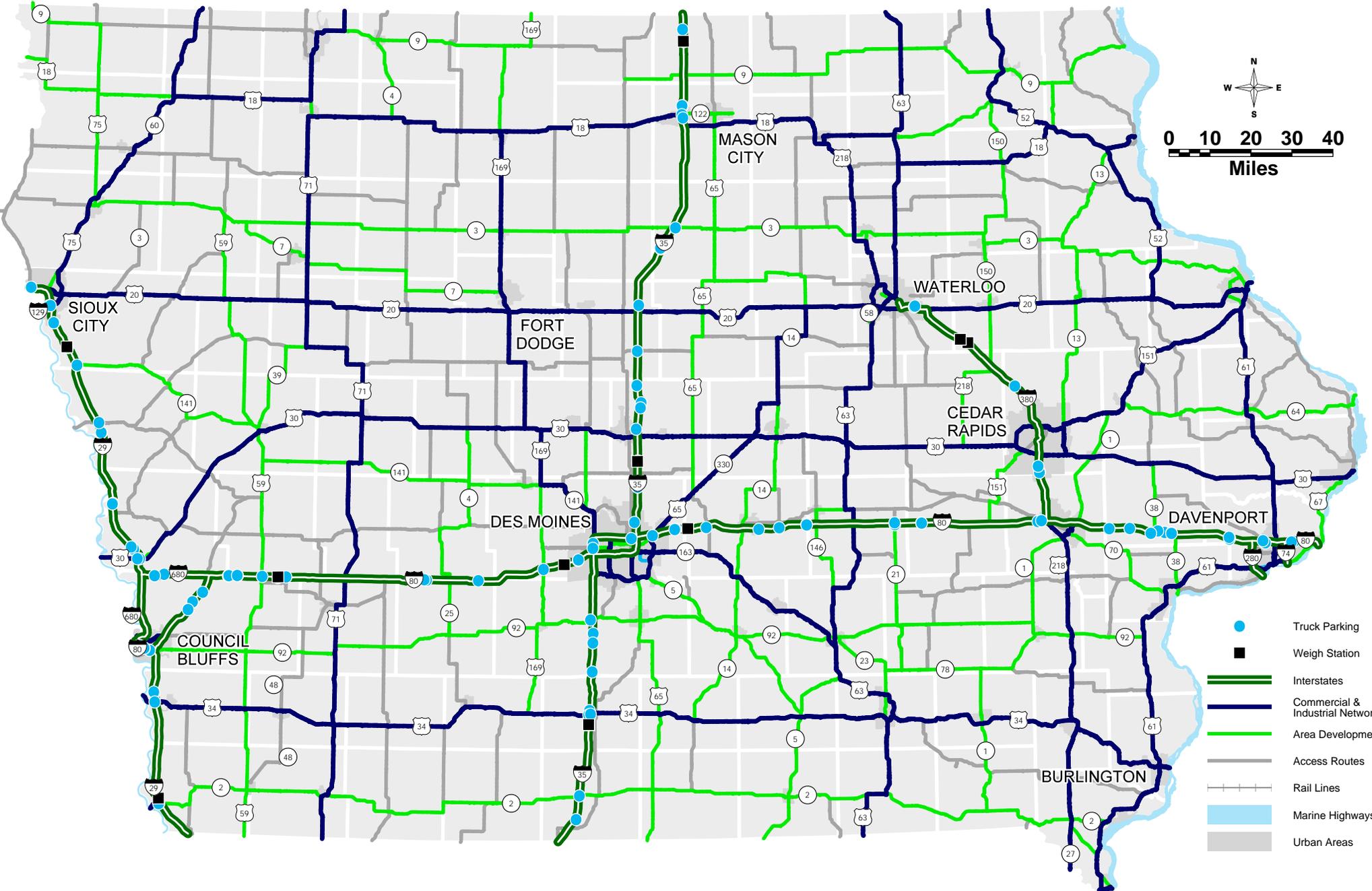
- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reduce congestion on the freight transportation system
- Improve the safety, security, and resilience of the freight transportation system
- Improve the state of good repair of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

What is the Schedule for the Plans?

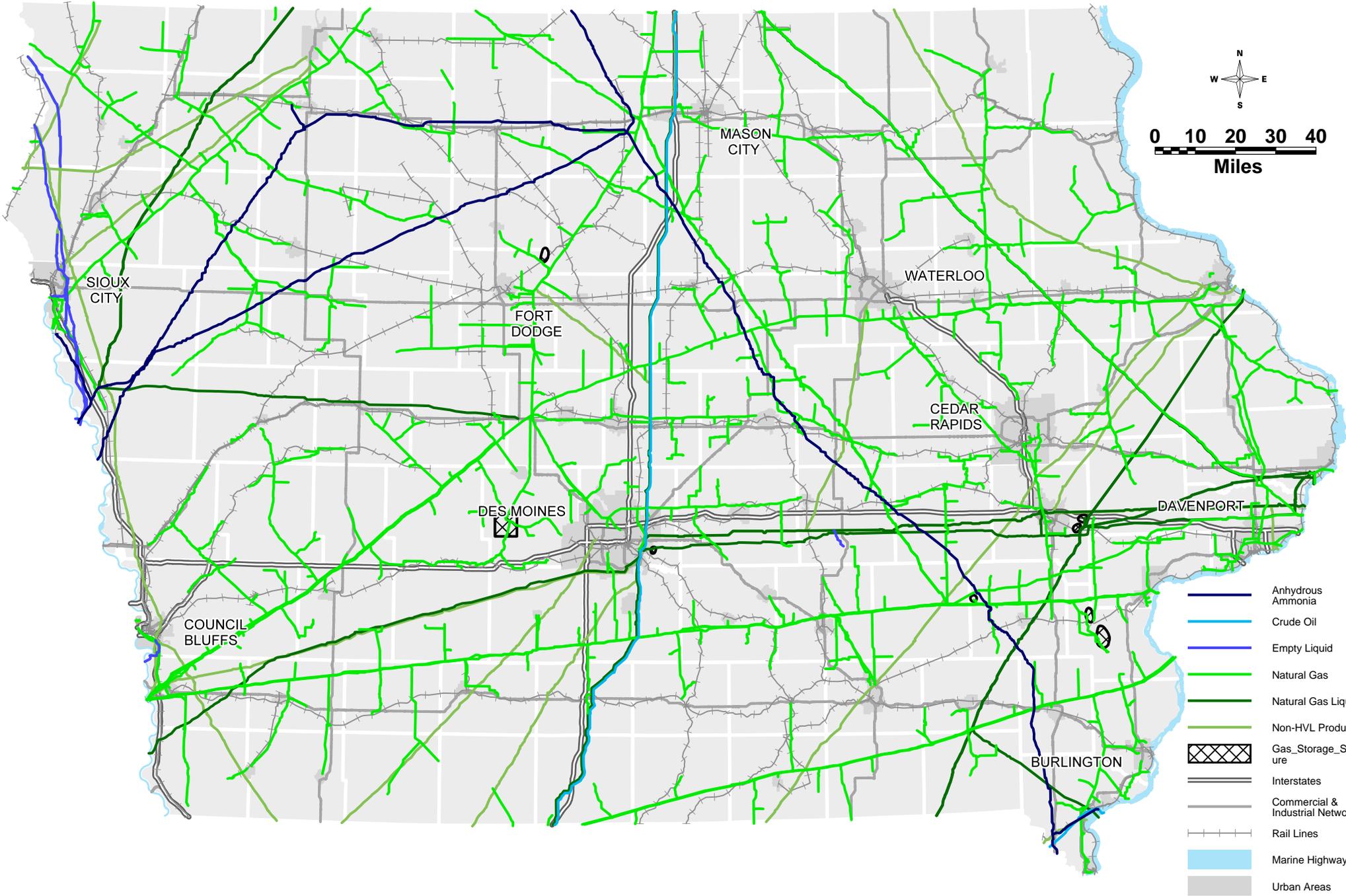




-  Commercial Service
-  Enhanced Service
-  General Service
-  Basic Service
-  Local Service
-  Interstates
-  Commercial & Industrial Network
-  Rail Lines
-  Marine Highways
-  Urban Areas



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



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

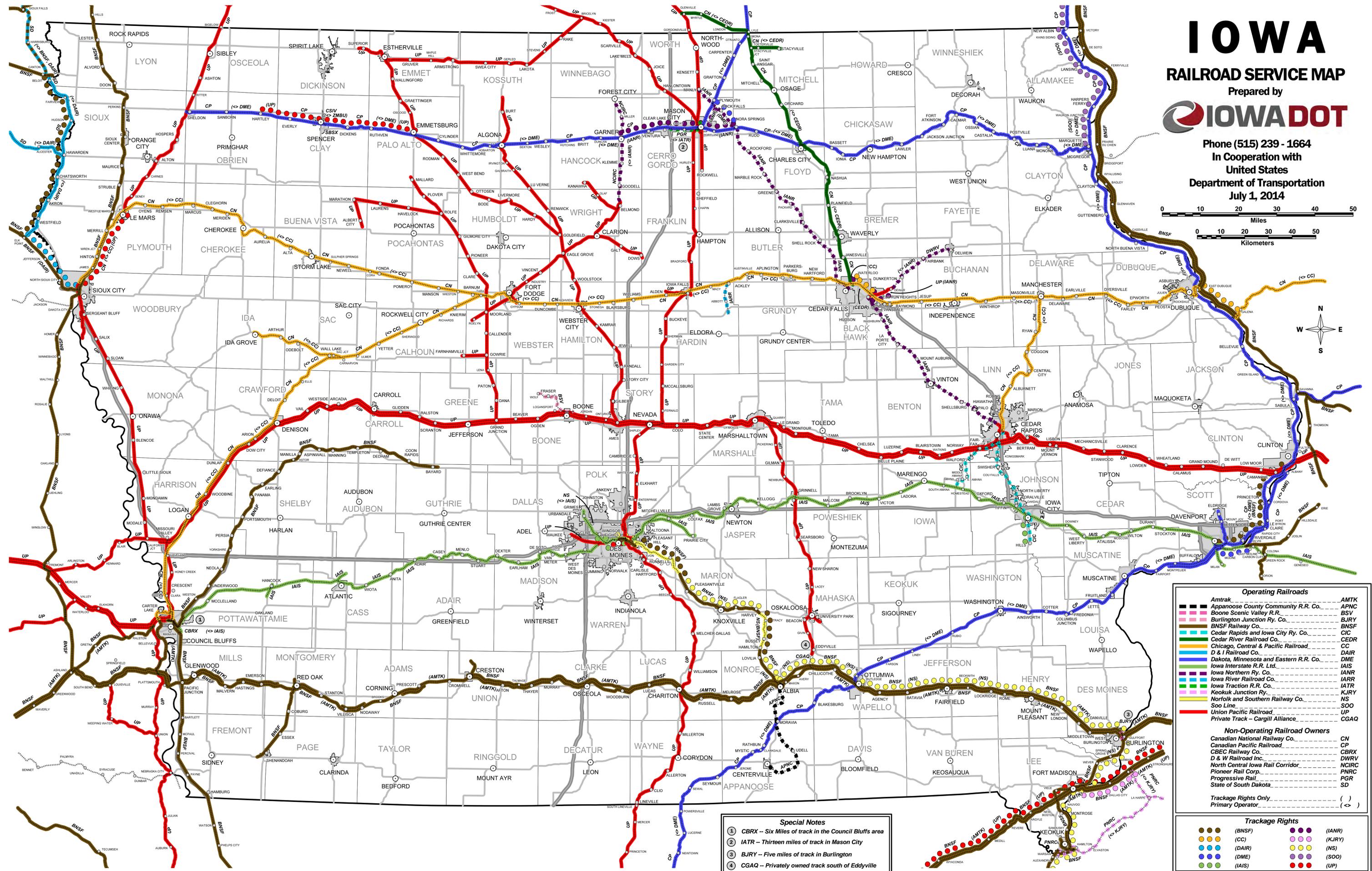
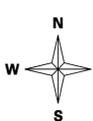
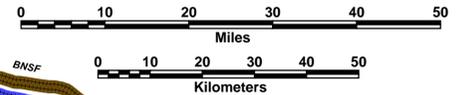
IOWA

RAILROAD SERVICE MAP

Prepared by



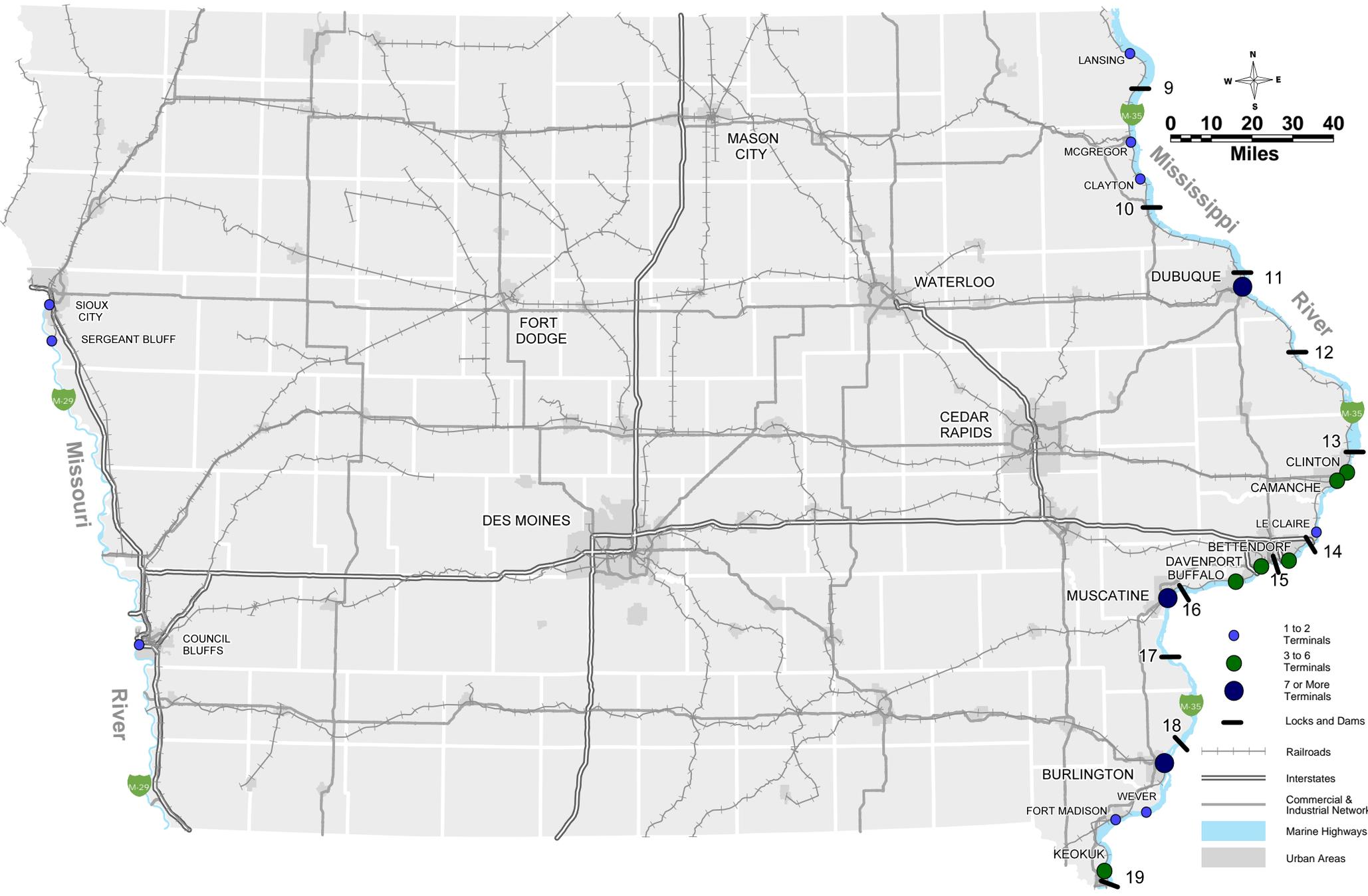
Phone (515) 239-1664
 In Cooperation with
 United States
 Department of Transportation
 July 1, 2014



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
	CEDR
	CC
	DAIR
	DME
	IAIS
	IANR
	IARR
	IATR
	KJRY
	NS
	SOO
	UP
	CGAQ
Non-Operating Railroad Owners	
	Canadian National Railway Co.
	Canadian Pacific Railroad
	CBEC Railway Co.
	D & W Railroad Inc.
	North Central Iowa Rail Corridor
	Pioneer Rail Corp.
	Progressive Rail
	State of South Dakota
	SD
Trackage Rights Only	
	Primary Operator
	()
	(<)
Trackage Rights	
	(BNSF)
	(CC)
	(DAIR)
	(DME)
	(IAIS)
	(IANR)
	(KJRY)
	(NS)
	(SOO)
	(UP)



Miles

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

LANSING

9

MCGREGOR

CLAYTON

10

DUBUQUE

11

Mississippi River

12

MASON CITY

WATERLOO

FORT DODGE

CEDAR RAPIDS

13

CLINTON

CAMANCHE

DES MOINES

LE CLAIRE

14

BETTENDORF
DAVENPORT
BUFFALO

15

MUSCATINE

16

17

BURLINGTON

18

FORT MADISON
WEVER

KEOKUK

19

SIoux CITY

SERGEANT BLUFF

COUNCIL BLUFFS

M-29

M-35

M-35

M-35

M-29

Missouri River

River

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendix D: Goal Input Process



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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

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

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

Average Score
0.00%

Active Participants
42

Total Participants
42

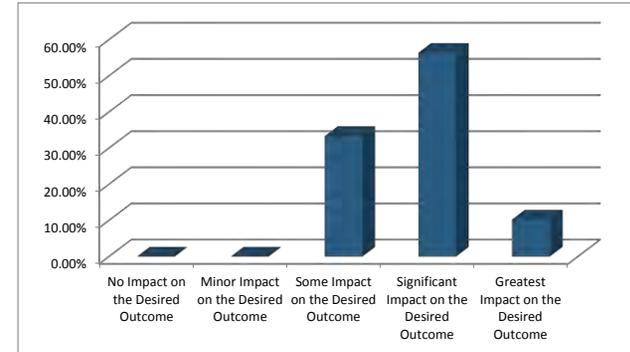
Questions
7

Results by Question

1. Baseline question (Omitted)

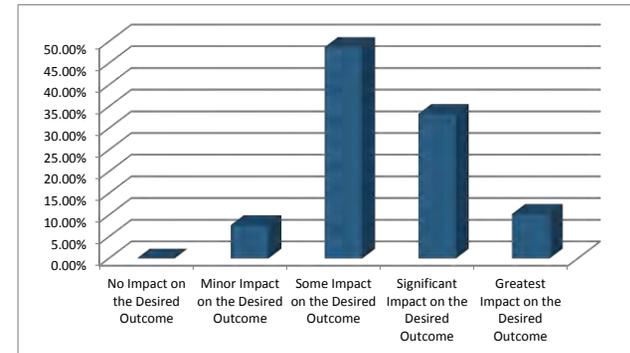
2. Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness (Multiple Choice)

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



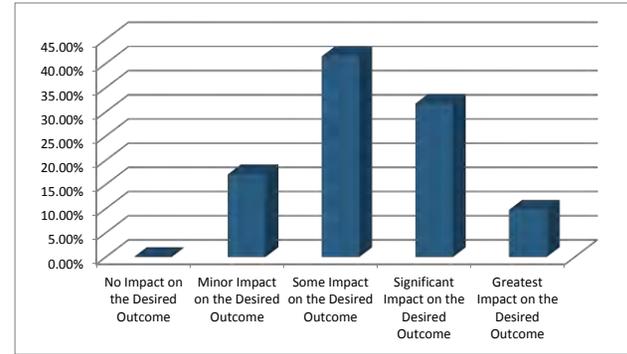
3. Reduce congestion on the freight transportation system (Multiple Choice)

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



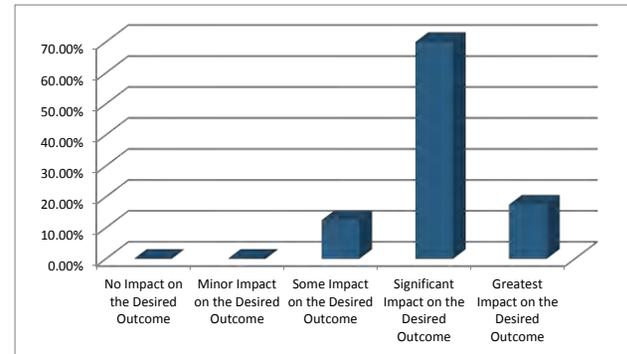
4. Improve the safety, security, and resilience of the freight transportation system (Multiple Choice)

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



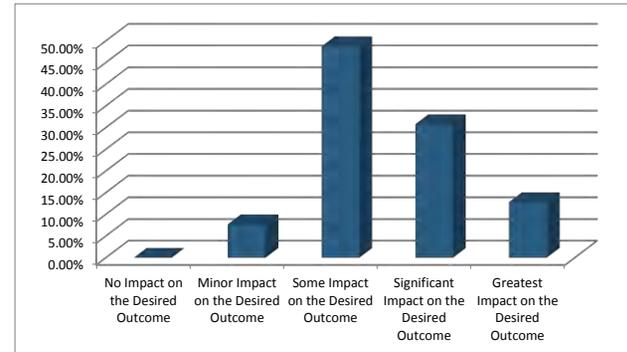
5. Improve the state of good repair of the freight transportation system (Multiple Choice)

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



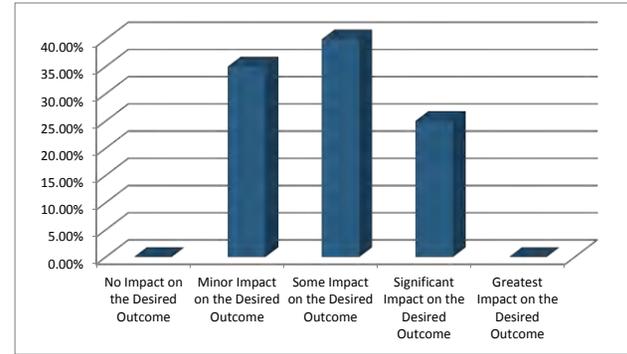
6. Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system (Multiple Choice)

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



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

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



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendix E: Rail Plan SWOT List



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

- Strengths

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

- Weaknesses

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



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

- Opportunities

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

- Threats

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Appendix F: Focus Group Reports



Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

Below are the lists created by each focus group.



FOCUS GROUP: PASSENGER RAIL #1

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

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

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

- Grade crossings

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

TS&W

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

FOCUS GROUP: ECONOMIC AND WORKFORCE DEVELOPMENT #3

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015

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

FOCUS GROUP: MULTIMODAL FREIGHT NETWORKS #4

- Strengths
 - Globalization
 - IA is doing a great job anticipating truck traffic
 - Creates fluid highway conditions
 - Moline airport
 - Network for trucks
- Weakness
 - Road system conditions
 - Coverage of major roads (180/135 are the only main)
 - Railroad coverage in smaller cities/towns
 - Focus on all commercial airports for freight rather than in just metro areas
 - Low grade and rural roads
 - Lock and dam structure and speed
 - River shuts down 3 months of the year
- Efficiency
 - Cheaper to transport than other countries
 - Lack of equipment/shipping containers along rivers
 - Intermodal facilities in Des Moines would help
 - Bottleneck analysis
 - River crossing capacity – highway and railroad
 - Winter road conditions
- Competitive improvements
 - Iowa needs greater connectivity
 - Between modes and between locations
 - Connections to marine ports (intermodal ports)
 - Technology advancements to make intermodal transportation more efficient
 - Consolidation of facilities to increase efficiency
 - 6 lane highway
 - Double tracking
 - Create more by-passes for metro areas
 - By-pass for transcontinental traffic

Challenges

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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

FOCUS GROUP: MULTIMODAL FREIGHT LINK AND CONNECTORS #5

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

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

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Appendix G: Focus Group Questions



Iowa Rail and Freight Plan Issues-Based Workshop Summary

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Focus Group Break Out #1: Passenger Rail

Facilitator: Theresa McClure

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

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

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

Issue Questions

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

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2016 IOWA RAIL PLAN



as of 10/15/2015



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

Facilitator: Kevin Keller

Highway Safety

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

Driver Shortages

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

Truck Parking

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

Increased Truck Size and Weight

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

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Highway-railroad Grade Crossing Safety

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

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

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

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

Railroad Inspection

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

Security

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

Issue Questions

General safety

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

Highway-railroad crossing safety, including crossing improvements

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

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Hazardous materials shipments

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

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

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

Safety education

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

Security

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

Rail investment

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

Focus Group Break Out #3: Economic and Workforce Development

Facilitator: Jara Sturdivant-Wilson

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

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/15/2015



Focus Group Break Out #4: Multimodal Freight Networks

Facilitator: Justin Fox

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

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

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

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

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

Facilitator: Libby Ogard

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

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

Iowa Rail and Freight Plan Issues-Based Workshop Summary

as of 10/07/2015

Appendix H: Sign in Sheets



Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Jing Dong</i>	Address <i>350 Town Engr.</i> City/Zip <i>Ames</i> Phone <i>50010</i> Email <i>jingdong@iastate.edu</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>BRAD NEUMANN</i>	Address <i>410 E WASHINGTON ST</i> City/Zip <i>IOWA CITY</i> Phone <i>319-356-5235</i> Email <i>brad@iastate.edu brad-neumann@iowa-city.org</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Michael Dolch</i>	Address <i>733 Federal Building 210 Walnut</i> City/Zip <i>50309 Des Moines, IA</i> Phone <i>712-370-8188</i> Email <i>michael_dolch@iastate.edu</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>GENN McCULLOUGH</i>	Address <i>PO Box 3368</i> City/Zip <i>Rock Island, IL 61204-3368</i> Phone <i>309-793-6302 EXT144</i> Email <i>gmcullough@bistateonline.org</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other

Sign-in Sheet
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September 24, 2015



Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Jack Parliament</i>	Address <i>300 S Phillips Ave # 200</i> City/Zip <i>Sioux Falls SD 57117</i> Phone <i>605 330 6588</i> Email <i>jparliament@igeverist.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input checked="" type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Kyle Nodgaard</i>	Address <i>1400 Douglas St</i> City/Zip <i>Omaha 68179</i> Phone <i>402-544-2029</i> Email <i>kdnodga@up.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Kelli O'Brien</i>	Address <i>1400 Douglas St</i> City/Zip <i>Omaha 68179</i> Phone <i>402 544. 4749</i> Email <i>Kobrian@up.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Zach Young</i>	Address <i>420 Watson Powell Suite 200</i> City/Zip <i>50309</i> Phone <i>515 334 0725</i> Email <i>zyoung@dmampo.org</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Sam Shea</i> Organization (if applicable) <i>Iowa DOT</i>	Address City/Zip <i>Cedar Rapids IA</i> Phone <i>319 364 0235</i> Email <i>Sam.Shea@dot.iowa.gov</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Don McDermott</i> Organization (if applicable) <i>Farm Bureau</i>	Address <i>5400 University</i> City/Zip <i>WDM 50246</i> Phone <i>515-225-5547</i> Email <i>dmcdowell@ifbf.org</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Other <i>Freight Advisory Mtg</i>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Andrew Hoth</i> Organization (if applicable) <i>Burlington Junction Railway</i>	Address <i>200 Jefferson st</i> City/Zip <i>Burlington IA 52601</i> Phone <i>319 754-5000</i> Email <i>hoth@lawenrich.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Steve Falak</i> Organization (if applicable) <i>ELAC</i>	Address City/Zip <i>DSM</i> Phone <i>515 244 3113</i> Email <i>sfalak@elpa.org</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input checked="" type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Jim Kvedaras</i>	Address <i>17641 S Ashland Ave</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
City/Zip <i>Homewood IL 60430</i>	Phone <i>708-332-3508 (o)</i>				
Organization (if applicable) <i>CN</i>	Email <i>jim.kvedaras@cn.ca</i>				
Name <i>Tim Woods</i>	Address	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
City/Zip	Phone				
Organization (if applicable) <i>ITI</i>	Email				
Name <i>Nathan Johns</i>	Address	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
City/Zip	Phone				
Organization (if applicable) <i>KSRV Pioneer Radio</i>	Email				
Name <i>Stacy Timperley</i>	Address	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
City/Zip	Phone				
Organization (if applicable) <i>Forbs</i>	Email				

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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name PHIL MERAZ	Address 800 LINCOLN WAY City/Zip AMES 50010 Phone 515-239-1420 Email phillip.meraz@dot.iowa.gov	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) IOWA DOT					
Name Jeff von Borm	Address City/Zip same as above Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Other organization	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) Iowa DOT					
Name Jantina Wennerstrom	Address 1255 SW Prairie Trail City/Zip Ankeny, IA 50023 Phone 515-334-1039 Email jwennerstrom@saytransportation.org	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Other Mike Steinhock	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) Say Transportation Coalition					
Name STEPH CARLSON	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) IOWA PORK PRODUCERS ASSOCIATION					

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name Osama Shihadeh Organization (if applicable) Kent Corp.	Address 1600 Oregon St. City/Zip Muscatine, 52761 Phone 563-264-4380 Email osamashihadeh@grainprocessing.com	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name Liz McDonald elisabeth.mcdonald@ssab.com SSAB Organization (if applicable) SSAB	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name Jim Dougherty Organization (if applicable) ADM Terminal Svc	Address POBOX 107 City/Zip CAMMACHITE IA 52730 Phone 563-259-4111 Email james.dougherty@adm.com	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name Steve Lallier Organization (if applicable) JB Hunt	Address 155 s McKenzie Ln City/Zip North Liberty IA 52717 Phone 64-535-8116 Email Steve.lallier@jbhunt.com	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



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Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Becky Nardy</i> Organization (if applicable) <i>RPA 14/ATORA</i> <i>SCOG</i>	Address <i>101 E. Montgomery</i> City/Zip <i>Creston</i> Phone <i>641 782-8491</i> Email <i>nardy@slcog.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input checked="" type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Lance Evans</i> Organization (if applicable) <i>IADOT</i>	Address <i>6310 SE Canv Blvd</i> City/Zip <i>ANKANG IA 50321</i> Phone <i>575-237-3214</i> Email <i>D. Evans@dot.iowa.gov</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Cindy Litwiler</i> Organization (if applicable) <i>Iowa Falls Area Dev.</i>	Address <i>570 Rocksylvania Ave</i> City/Zip <i>Iowa Falls 50126</i> Phone <i>641-373-3455</i> Email <i>director@iowafallsdevelopment.com</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input checked="" type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>MIKE LA PIETRA</i> Organization (if applicable) <i>FHWA</i>	Address <i>105 GTH ST</i> City/Zip <i>AMES IA 50010</i> Phone <i>515-233-7360</i> Email <i>mike.lapietra@dot.gov</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



2016 IOWA RAIL PLAN



Sign-in Sheet Issues-Based Workshop September 24, 2015

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name SAROD DHURU Organization (if applicable) BNSF	Address City/Zip FOOTWORTH Phone Email	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input checked="" type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input checked="" type="checkbox"/> Other
Name Jody Sandy Organization (if applicable) Hy-Vee, Inc.	Address WDM City/Zip Phone Email	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name Amy Homer Organization (if applicable) DANR	Address City/Zip CA Phone Email	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name Shirley McGuire Organization (if applicable) USDOT FMCSA	Address City/Zip AMES, IA Phone Email	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input checked="" type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



Sign-in Sheet
Issues-Based Workshop
September 24, 2015

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Dave Johnston</i>	Address <i>7900 Hickman</i> City/Zip <i>Des Moines IA</i> Phone <i>515-725-3295</i> Email <i>david.johnston@iowa.gov</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Bill Neuse</i>	Address <i>404 First St</i> City/Zip <i>Ralston, IA 51459</i> Phone <i>712-667-3407</i> Email <i>billu@westcentral.net</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input checked="" type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Phou Baccam</i>	Address <i>6310 SE Converse Blvd</i> City/Zip <i>Ankeny, IA 50321</i> Phone <i>515-237-3270</i> Email <i>Phoumine.Baccam@dot.iowa.gov</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Phil Mescher</i>	Address <i>800 Limestone way</i> City/Zip <i>Ames Iowa</i> Phone <i>515-239-1629</i> Email <i>phil.mescher@dot.iowa.gov</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



Sign-in Sheet
Issues-Based Workshop
September 24, 2015

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Sam Hiscocks</i>	Address <i>800 Lincoln Way</i> City/Zip <i>Ames, IA 50010</i> Phone <i>515-239-1004</i> Email <i>Samuel.Hiscocks@dot.iowa.gov</i>	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input checked="" type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Mike Helgerson</i>	Address <i>2222 Coning St</i> City/Zip <i>68102</i> Phone <i>402-444-6669</i> Email <i>mhelgerson@map.org</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>CRAIG MARKLEY</i>	Address <i>800 LINCOLN WAY</i> City/Zip <i>AMES 50010</i> Phone <i>515-239-1027</i> Email <i>CRAIG.MARKLEY@DOT.IOWA.GOV</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Name <i>Joe Parsons</i>	Address <i>5900 6th ST SW</i> City/Zip <i>Cedar Rapids IA 52404</i> Phone <i>319 298 5418</i> Email <i>jparsons@iaisrr.com</i>	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other



Sign-in Sheet
Issues-Based Workshop
September 24, 2015

Contact Information		Notification & Demographic Information (Optional)			
		How were you notified about the meeting?	Gender	Age Range	Race/Ethnicity
Name <i>Ed Engle</i>	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other <hr/>	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable) <i>Iowa DOT</i>					
Name	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other <hr/>	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)					
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Name	Address City/Zip Phone Email	<input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Letter <input type="checkbox"/> Postcard <input type="checkbox"/> Other <hr/>	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> 15-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65+	<input type="checkbox"/> White <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Black or African American <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other
Organization (if applicable)					

Invitation List

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

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

Jennifer	Wright	Iowa Department of Natural Resources
Brett	Tjepkes	Iowa Department of Public Safety
John	Adam	Iowa Department of Transportation
Stu	Anderson	Iowa Department of Transportation
Phou	Baccam	Iowa Department of Transportation
Kyle	Barichello	Iowa Department of Transportation
Bonnie	Castillo	Iowa Department of Transportation
Mike	Clayton	Iowa Department of Transportation
Mitchell	Dillavou	Iowa Department of Transportation
Ed	Engle	Iowa Department of Transportation
Major Lance	Evans	Iowa Department of Transportation
Sam	Hiscocks	Iowa Department of Transportation
Laura	Hutzell	Iowa Department of Transportation
Sandra	Larson	Iowa Department of Transportation
David	Lorenzen	Iowa Department of Transportation
Mark	Lowe	Iowa Department of Transportation
Craig	Markley	Iowa Department of Transportation
Amanda	Martin	Iowa Department of Transportation
Diane	McCauley	Iowa Department of Transportation
Phil	Meraz	Iowa Department of Transportation
Phil	Mescher	Iowa Department of Transportation
Tamara	Nicholson	Iowa Department of Transportation
Garrett	Pedersen	Iowa Department of Transportation
John	Selmer	Iowa Department of Transportation
Sam	Shea	Iowa Department of Transportation
Cindy	Shearer	Iowa Department of Transportation
Paul	Trombino III	Iowa Department of Transportation
Jeff	Von Brown	Iowa Department of Transportation
John	Wilson	Iowa Department of Transportation
Adam	Broughton	Iowa DNR
Joseph	Rude	Iowa Economic Development Authority
Cindy	Litwiller	Iowa Falls Area Development Corporation
Don	McDowell	Iowa Farm Bureau
Joanne	Tinker	Iowa Governor's Traffic Safety Bureau
Carrie	Evans	Iowa Interstate Railroad
Jerry	Lipka	Iowa Interstate Railroad
Joe	Parsons	Iowa Interstate Railroad
Cheryl	Rangel	Iowa Interstate Railroad
Kathy	Evert	Iowa Lakes Corridor Development
Robert	Palmer	Iowa League of Cities
Brenda	Neville	Iowa Motor Truck Association
Amy	Homan	Iowa Northern Railway Company
Dan	Sabin	Iowa Northern Railway Company
Dan	Sabin	Iowa Northern Railway Company

Stephanie	Carlson	Iowa Pork Producers Association
Renee	Schachterle	Iowa River Railroad Inc. (IARR)
Tim	Borich	Iowa State University
Judi	Eyles	Iowa State University
Scott	Grawe	Iowa State University
Bobby	Martens	Iowa State University
David	Fellon	Iowa Traction Railway Co. (IATR)
Michael	Johns	Iowa Traction Railway Co. (IATR)
Cecil	Wright	Iowa Utilities Board
Steve	Lallier	J. B. Hunt Transport
Gary	Whicker	J. B. Hunt Transport
		Jacobson Companies Jacobson Transportation Company
Kent	Jordan	Jacobson Companies, Jacobson Transportation Company
		John Deere
Walt	Valiant	Kent
Osama	Shihadeh	Kent Corporation
Scott	Cirksena	Kenworth Truck Company
Mike	Hadley	Keokuk County Board of Supervisors
Nathan	Johns	Keokuk Junction Railway Co. (KJRY)
Scott	Stabbe	Key Cooperative
Ernie	Steffensmeier	Lee County Engineers Office
Carla	Eysink	Marion County Development Commission
Michael	Helgerson	Metropolitan Area Planning Agency
Greg	Youell	Metropolitan Area Planning Agency
Brad	Neuman	Metropolitan Planning Organization of Johnson County
Kent	Ralston	Metropolitan Planning Organization of Johnson County
		MidAmerican Energy Company
Melanie	Gray	Monsanto
Brad	Neuman	MPO of Johnson County
Brad	Spratt	Muscatine Power and Water
Bill	Winkelman	National Pork Board
Michael	Dolch	Office of United States Senator Joni Ernst
Francis	Edeker	Operation Life Saver
Dave	Silverio	Ottumwa Transit
		Owen Industries Carter Lake
Kip	Wills	PHMSA
Richard	Grenville	PortKC, Kansas City, MO
Terry	Bailey	Pottawattamie County Growth Alliance
Jason	Hutcheson	Professional Developers of Iowa
Libby	Ogard	Prime Focus LLC
Rick	Hunsaker	Region XII Council of Governements
Ben	McLean	Ruan
Kevin	Ekstrand	Scarborough International, LTD
Corey	Nikkel	Schillinger Genetics, Inc.

Mike	Norris	Southeast Iowa Regional Planning Commission
Leesa	Lester	Southern Iowa Trolley
Mike	Steenhoek	Soy Transportation Coalition
Jantina	Wennerstrom	Soy Transportation Coalition
Liz	McDonald	SSAB, Inc.
John	Tobin	SSAB, Inc.
Dave	Purdy	State of Nebraska Passenger Rail Advocate
David	Ewing	States for Passenger Rail
Steve	Ford	Stonebridge Ltd.
Brent	Vanderleest	Sully Transportation
Randy	Draper	Target
		TMC
		Trinity Towers Newton
Col. Craig	Baumbartner	U.S. Army Corps of Engineers
Christine	Schrage	UNI-College of Business
Wayne	Borg	Union Pacific Railroad
Kyle	Nodgaard	Union Pacific Railroad
Kelli	O'Brien	Union Pacific Railroad
Rabah	Amir	Uoflowa - Economics
Ann	Campbell	Uoflowa - Logistics
Paul	Hanley	Uoflowa - Transportation Policy
Mark	Peterson	UPS
		Van Wyk Freight Lines Inc.
Matt	Decker	Vermeer
Bill	Neeses	West Central Co-Op
Bill	Horan	Western Iowa Energy, LLC
Thomas	Kopp	World Food Processing, LLC- St. Paul
Tina	Draur	XPO Logistics
Tyler	Vande Vorde	XPO Logistics
Heather	Clark	
Jackie	Corletto	
Shane	Cullen	
Natalie	Hammer	
Onna	Houck	
Jeff	Kurtz	
Daniel	LaKemper	
Raymond	Lang	
Dennis	Miller	
Charles	Monte Verde	
Calvin	Nutt	
Jim	Obradovich	
Henry	Posner III	
Joshua	Sabin	
Mark	Sabin	

Daniel	Sanchez	
Alan	Schroeder	
Lon	Van Gemert	

F.4 Survey Summary

HDR/IOWA DEPARTMENT OF TRANSPORTATION

Survey Results

*State Rail and Freight Plan: Trends, Concerns, Comments,
and Future Outlook Analysis*

IOWA STATE UNIVERSITY
COLLEGE OF BUSINESS



1/14/2016

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Executive Summary

Objective

Implement a public survey and analyze the results to summarize the support, concern, and interest among Iowa transportation system stakeholders for HDR and the Iowa Department of Transportation (IADOT). This report combines a summary and analysis of the results from the public survey in partnership with CyBIZ Lab addressing the support, concern and interest among Iowa transportation stakeholders.

Findings

- Almost half of survey respondents (48%) are in the 51-65 age range.
- The majority of survey respondents (39%) indicated they are involved with Iowa transportation as a public agency.
- The category “Safety and Security” was the most answered section with 102 respondents (47%).
- Overall, **respondents are concerned with the infrastructure for all modalities in Iowa** and want more funding to rebuild highways, create new rail connections and have more transloading facilities.
- The most pivotal transportation issues are **Iowa’s infrastructure** and the **truck driver shortage**.
- 74% of the respondents suggest that funding should be targeted at increasing access to barge facilities.
- The barrier in using intermodal carrier services chose majority of respondents chose was **location**.
- There is a clear pattern from respondents that there is a **shortage of containers available** in Iowa.
- With more connections to major Midwest hubs were made, more passengers would travel by rail for business.
- 75% of the respondents want **equal to larger investment into passenger rail** than other transportation modes.
- Respondents are more concerned with the **connections rail has** to other cities than any other category.

Process

1. Review State Rail and Freight Plans to familiarize with process.
2. Interview key Iowa transportation stakeholders to obtain common topics that will be addressed.
3. Participate in the Issues-Based Workshop public forum and record discussions.
4. Generate survey questions for HDR/Iowa Department of Transportation (DOT) approval.
5. Collaborate with HDR to create optimal survey and distribution dates.
6. HDR rolls-out the survey utilizing their network; CyBIZ Lab monitors responses.
7. Gather all data after survey close date and identify common elements.



8. Download, clean, and send raw results to HDR.
9. Review raw data, analyze and summarize into a final report.

Overview

The survey this report analyzes and summarizes was designed to capture the current perception of industry and market players utilizing Iowa's rail and freight infrastructure. The survey was distributed to an audience of stakeholders of transportation in Iowa. Due to the way responses were collected (via website advertisement), it is difficult to estimate how many people the survey was sent to directly; however, 272 individuals responded to the survey. Responses were collected between the dates of October 23 and November 15, 2015, with reminders sent midway by HDR.

Of the 272 survey respondents: **100** responded to the Economic Workforce section, **66** responded to the Multimodal Networks section, **54** responded to the Multimodal Link section, **82** responded to the Passenger Rail section and **102** responded to the Safety and Security section. Note that individual respondents were able to select multiple sections.

Survey Design

The survey has five individual sections categorized by the type of questions asked in each section. This survey was uniquely designed to take a respondent through different sections of the survey based on their answer to a qualifying question. This route was taken to increase the response rate to questions by pinpointing which type of questions respondents would be interested in answering and reducing the number of questions they answered overall (for a quicker and simpler experience). For example: If a respondent answered Passenger Rail and Multimodal Links as their interests, they were taken through only those two sections.

Because of the nature of this design, and the general impatience of respondents in taking surveys, the rate at which respondents drop out of the survey increases the more questions they answer. Those who answered that they are interested in all or many of the categories have higher drop rates because of the amount of questions they have to answer. Our team considered these issues and worked with HDR and IADOT to reduce this drop rate with this design and have as many respondents finish the survey as possible.

Report Structure

This report covers the questions asked in the State Rail and Freight Plan survey, the respondents' answers and their overall comments. The report is organized by topical section, and each question is analyzed and summarized based on the responses. The beginning of every section analyzes the comments and overall trends for that particular section, and then continues into each question separately.

Conclusions are made from each question and supported by data from the survey and the Issues-Based Workshop summary.

Demographics

A total of 272 people responded to the survey. Of this, 219 indicated their age. The majority of respondents (48.4%) indicated they fell in the 51-65 age range. The next closest age range was 26-50 (40.6%). Figure 1 illustrates the age breakdown of all participants. A total of 103 respondents entered their zip code. After analyzing the zip codes, it appears that the largest represented area was 50010 – or the Ames area.

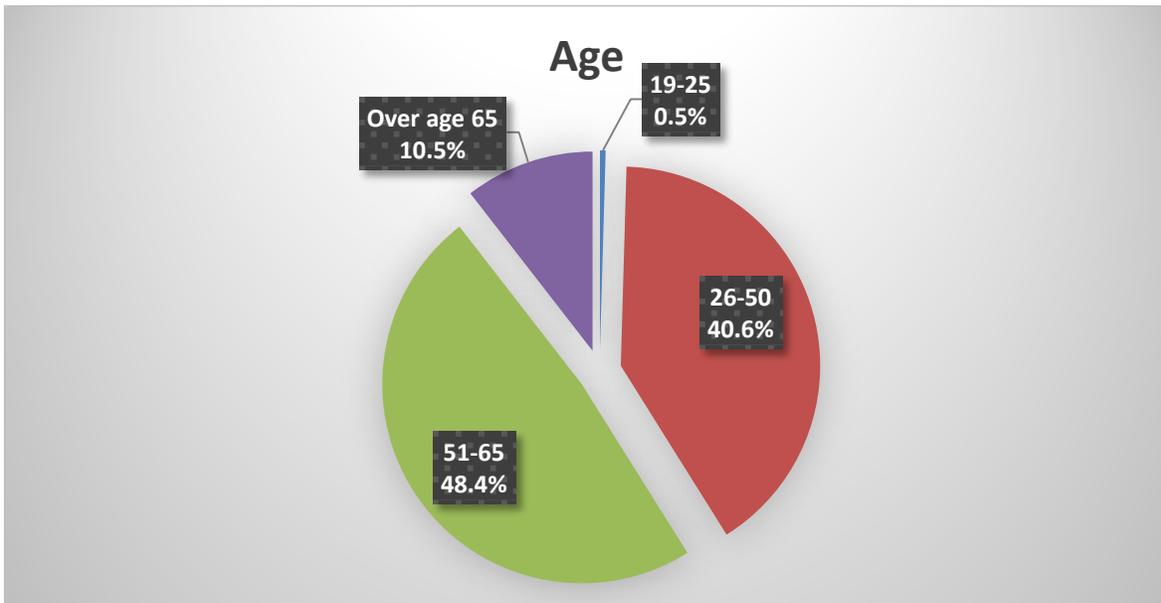


Figure 1: Age of Participants

While there was a wide representation of interests reported, there is some potential for bias due to a large representation of respondents that have experience within a given field as seen in Figure 2 of the demographic questions. A total of 220 respondents indicated their primary involvement with Iowa transportation. The largest group of respondents (39%) indicated their primary involvement with transportation in Iowa identified as a member of a “public agency” (see Figure 2). The next highest representation (20%) identified as “individuals.” Class I Railroads and Regional Railroads represented some of the lowest respondent groups (4% each), and Shortline Railroads represented only 1% of respondents. Emergency responders accounted for at least four responses; however, these respondents identified this in the “other” category.

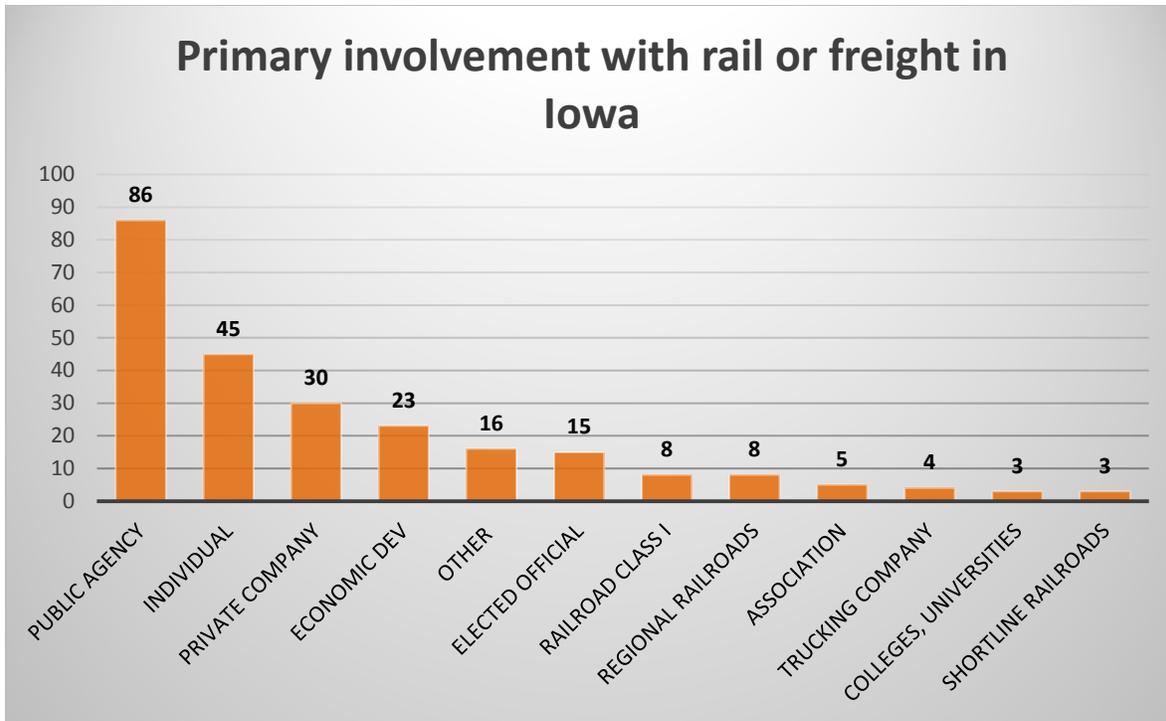


Figure 2: Participant Involvement

Economic and Workforce Development

The Economic and Workplace Development section of the survey focuses on the participants’ current perception of various transportation modes in Iowa and their relationship using them. One hundred participants responded to these questions. The questions asked to produce these comments include:

- What improvements would make transportation modes in Iowa more competitive?
- Why/why not are transportation modes competitive in Iowa?

In the Economic and Workforce Development portion for the survey, respondents mentioned **rail** and the need for additional facilities. Respondents also mentioned the improvement of the facilities located near **rivers**. **Competition** was mentioned to be more aggressive in trucking than rail, and comments on **infrastructure** mention improving bridges, highways and loadout facilities. This seems to enforce the topics discussed in the Issues-Based Workshop as well. A closer look at the comments exposed major areas of concern involving increasing efficiency, funding infrastructure improvements, increasing rail access for users, and increasing the number/access of river facilities.

How efficient is the overall transportation system in Iowa?

Summary: There were 91 respondents for this question. The majority of respondents, 61%, indicated that Iowa’s current transportation system is “Moderately Efficient.” Only two respondents indicated that the transportation system was not efficient at all, while only three respondents indicated that it was extremely efficient.

Conclusions: From reviewing the results of the questions in Figure 3, it can be seen that the overwhelming majority sees that Iowa’s transportation system is efficient with room for improvement. Learning from the comments section and this question, it is understood among those who utilize the system, that though there are some infrastructure issues, the efficiency of the system as a whole is moderate to very efficient.

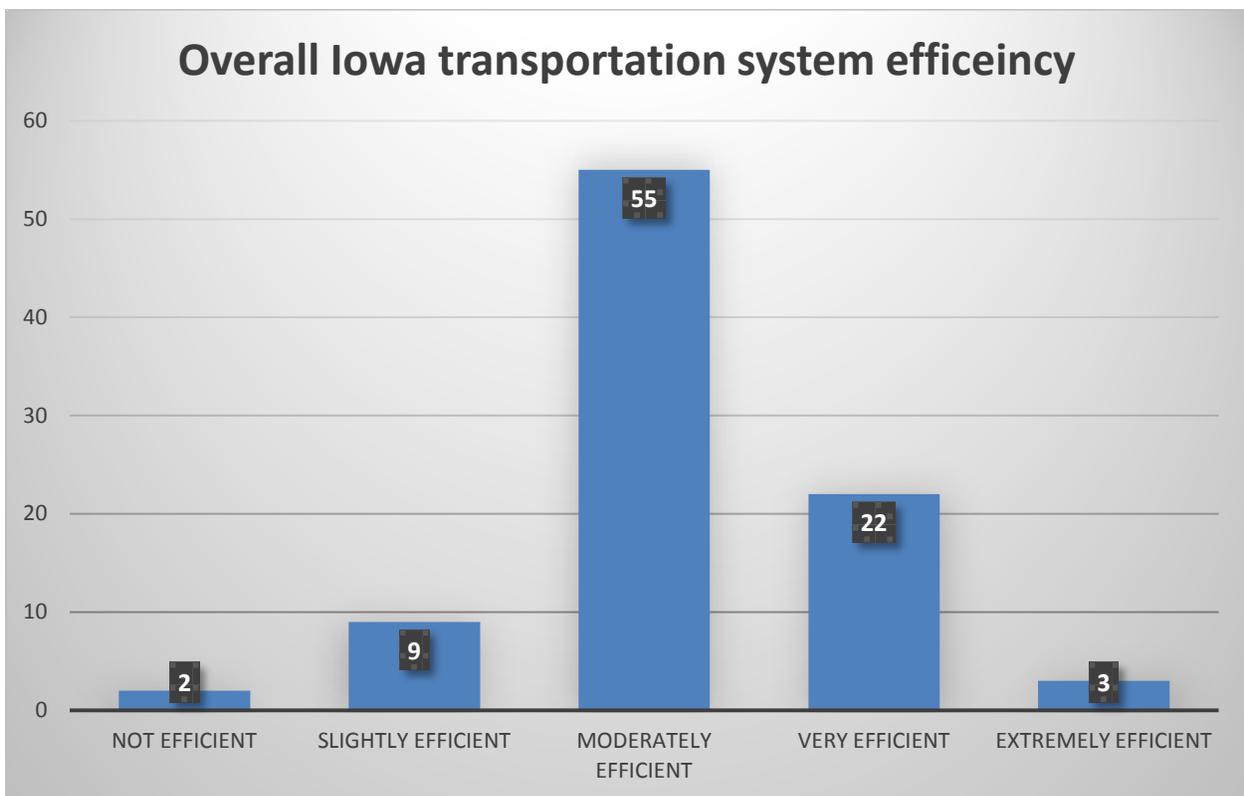


Figure 3: Iowa's transportation system efficiency

What are the current hurdles in the transportation system that may block future economic development?

Summary: Eighty respondents answered this question and had the choice to select all answers that applied. The majority of respondents (55%) indicated that “infrastructure” was one of the biggest hurdles that would affect economic development. This topic appeared highly ranked and mentioned in other sections of the survey comments. The next biggest hurdle indicated was “connectivity” (37%) followed by “access to number of viable modes” (28%). Only 10 (9%) of respondents indicated that “Training/Education” would be a hurdle that affects Iowa’s economic development. Figure 4 highlights what respondents indicated as the current hurdles in the transportation system.

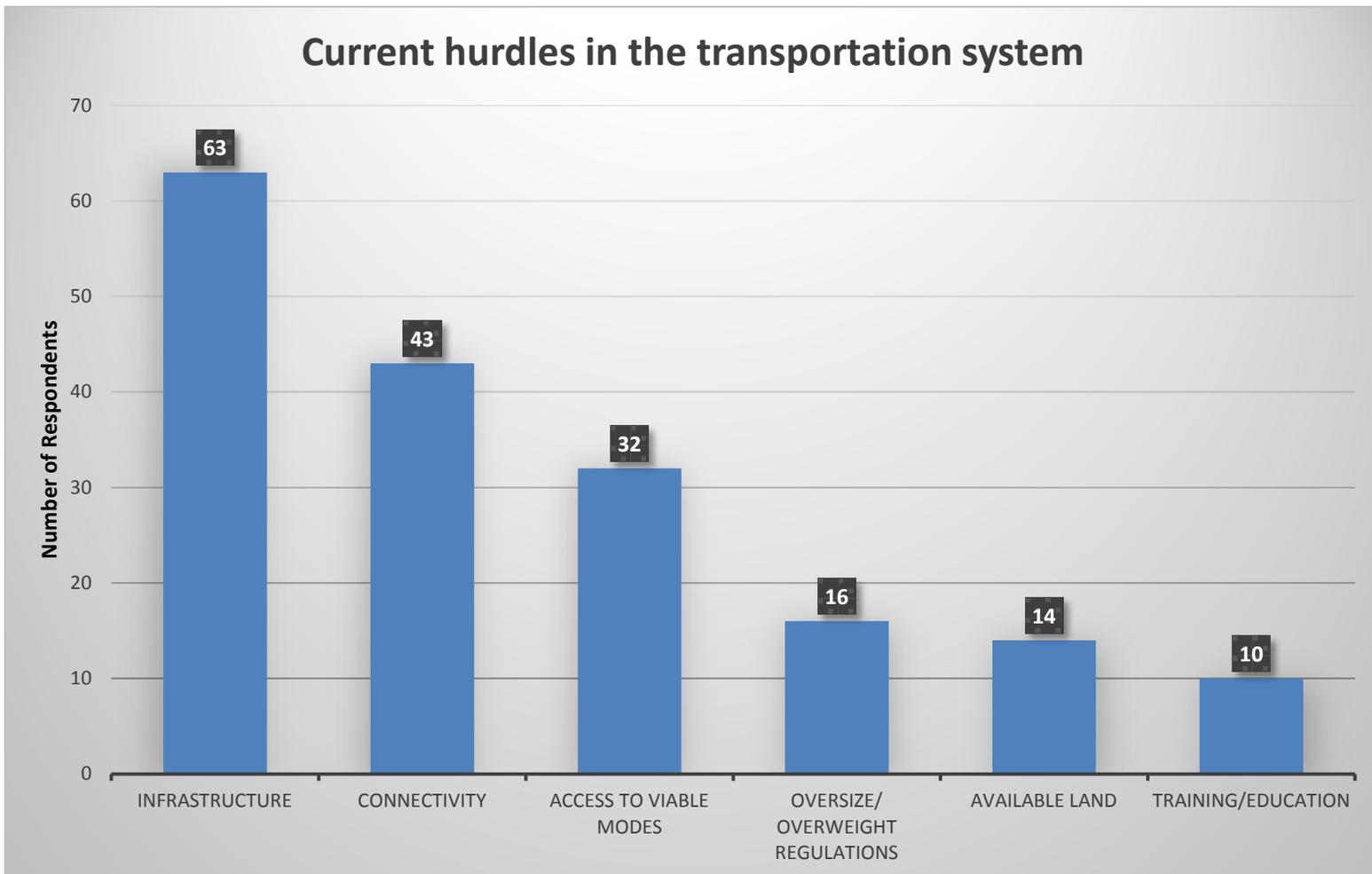


Figure 4: Current hurdles in the transportation system

Conclusions: It is clear that the infrastructure of Iowa’s roads, bridges and facilities are the main concerns. This affects both connectivity and access to other modes. Also from the comments and discussions at the workshop, this concern mainly encompasses trucking transportation.

Using a scale from 1 to 5, rank what industry developments and trends that are most important for decisions related to the rail and freight transportation system (1 is most important, 5 is least important).

Summary: A total of 69 respondents answered this question. Out of the five different options to rank, “Transportation Connectivity” was ranked first the most number of times with 30 respondents putting it at the top. “Technology Advancements” had the lowest number of first place rankings with only four votes, however “Government Regulation” was ranked last the most with 36 votes. When analyzing the results of the rankings, the weighted average was taken for each of the categories and compared in Figure 5. The closer the category is to the center, the higher the category is rated.

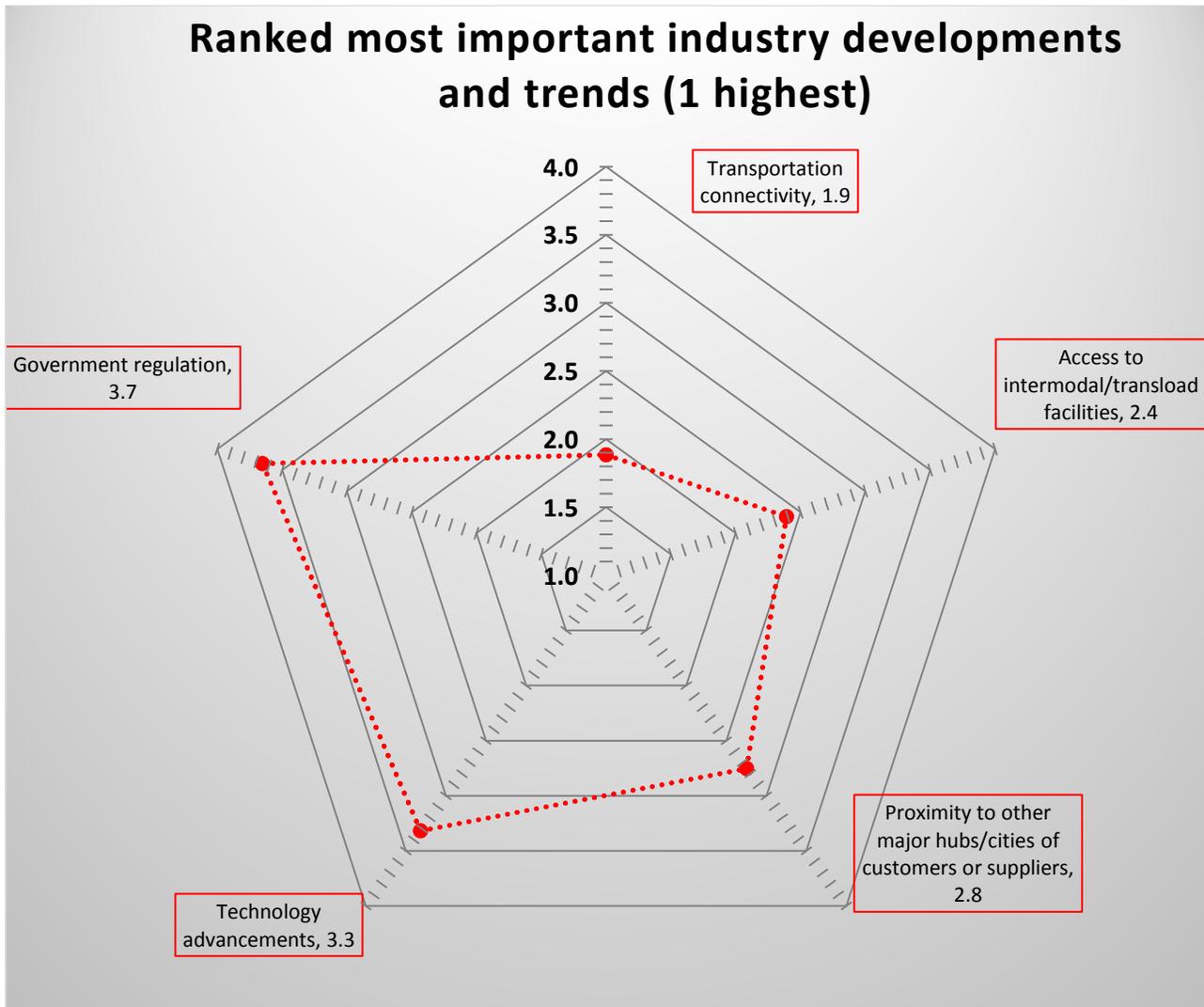


Figure 5: Ranked industry developments and trends (weighted average)

Conclusions: From the weighted average of respondents’ answers, rankings from most important to least are as follows: transportation connectivity, access to intermodal/transload facilities, proximity to

other major hubs/cities of customers or suppliers, technology advancements and last government regulation. Transportation connectivity is the highest ranked industry development and trend.

Should Iowa DOT funding be targeted at increasing access to barge facilities? If yes, where?

Summary: A total of 78 respondents answered this question. The majority of respondents (41%) indicated that funding should be focused on both the Missouri and Mississippi Rivers. If only one river could be focused on, 28% of respondents overwhelmingly indicated that facilities along the Mississippi River should be funded first – compared to the Missouri River funding priorities of 5%. There were 20 respondents (26%) who indicated that funding shouldn’t be targeted at increasing access to barge facilities at all. Larger trends for barge facility access can be seen in Figure 6.

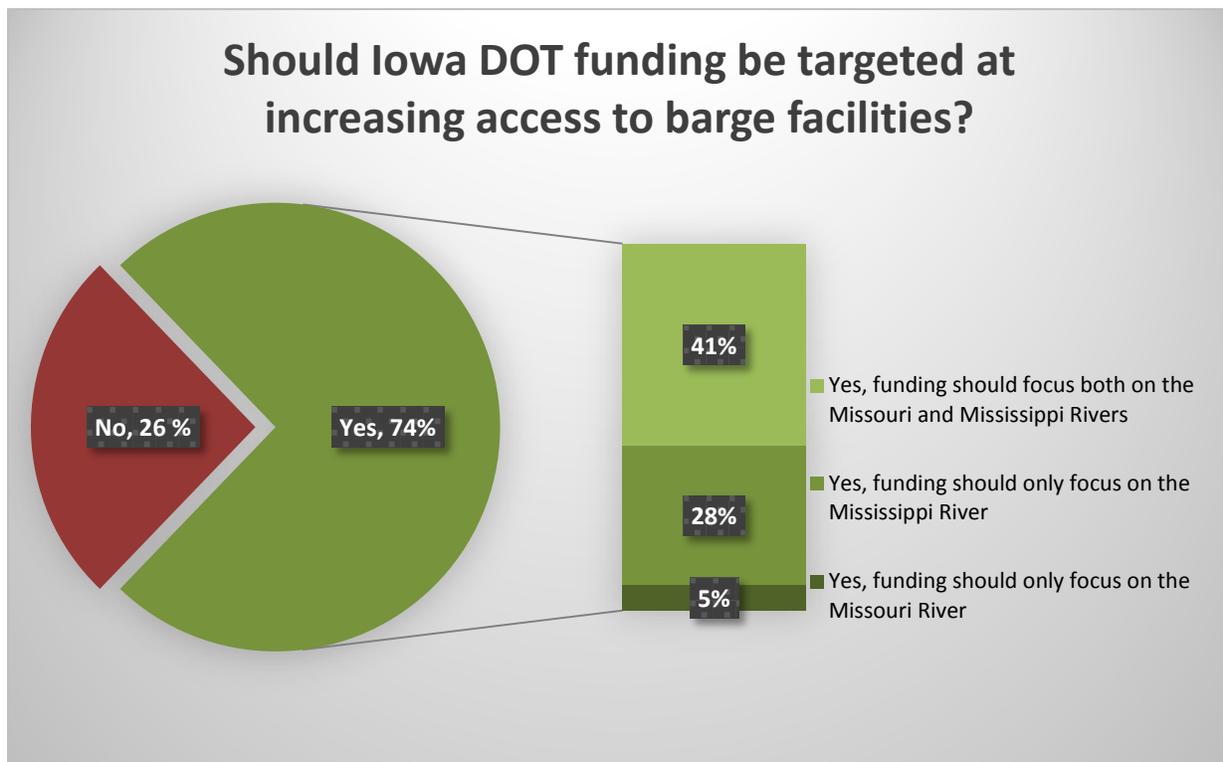


Figure 6: Funding targeted at increasing barge access and where

Conclusions: When the data is grouped into just “Yes” and “No” categories, some larger trends can be seen in Figure 6. With 74% of the respondents suggesting that funding should be targeted at increasing access to barge facilities, it is clear that barge infrastructure is suffering. Also, when pinpointing which river needs more support, the Mississippi is on top; yet the majority answered that both need funding.

Are there federal and/or state transportation regulations that are a hindrance or obstacle to economic competitiveness in the state?

Summary: A total of 56 respondents answered this question. There is a near even split between those who believe regulations are an obstacle to economic competitiveness, and those who do not see regulations being in the way of growth. The latter took the majority with just 52%. For those who indicated regulations were an obstacle, 15 entered a comment as to why. The most popular comment entailed “truck weight limits” (or similar) as being an obstacle to overcome. Some unique comments from this question included development of barriers along the Mississippi River and union labor contracts. Figure 7 illustrates the percentages of responses that indicate if regulations are hindrances in economic competitiveness.

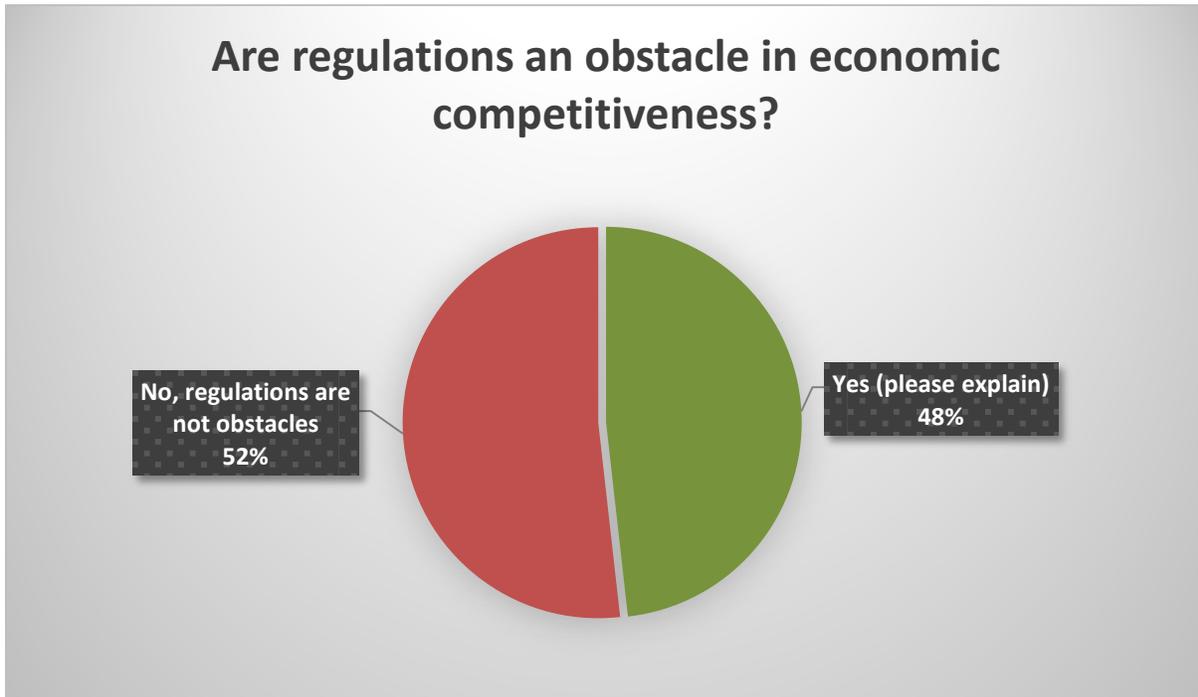


Figure 7: Are regulations an obstacle in economic competitiveness

Conclusions: Since there are many different ways regulations can affect industries, some parties benefit and some do not. For example, in the recent tank-car regulations¹, organizations and companies challenge safety regulations that would support other companies in the industry providing more services for safer rail systems. From the comments for those who answered “Yes”, the underdevelopment of riverside infrastructure is mentioned again which seems to be a general theme to survey taker responses.

¹ Wronski, Richard. Chicago Tribune: “New federal regulations on tank-cars”, 6/28/15.
<http://www.chicagotribune.com/news/ct-train-hazmat-safety-met-20150629-story.html>

Multimodal Networks

The multimodal networks section of the survey focuses on the participants’ current perception of regulations, current issues and education across different modes of transportation. 66 participants responded to these questions.

What are the most pivotal transportation issues for freight shipping in the state? (1 is the most pivotal, 6 is the least pivotal)

Summary: A total of 53 respondents answered this question. Out of the six options to choose from, “infrastructure” was ranked the highest (number 1) the most amount of times. It was also ranked the second highest (number 2) the most amount of times. “truck driver shortage” followed closely behind with 16 respondents indicating it was the second most pivotal transportation issue. The choice “equipment supply/availability” was only ranked as the most pivotal issue once, but was ranked last in comparison to “political uncertainty”.

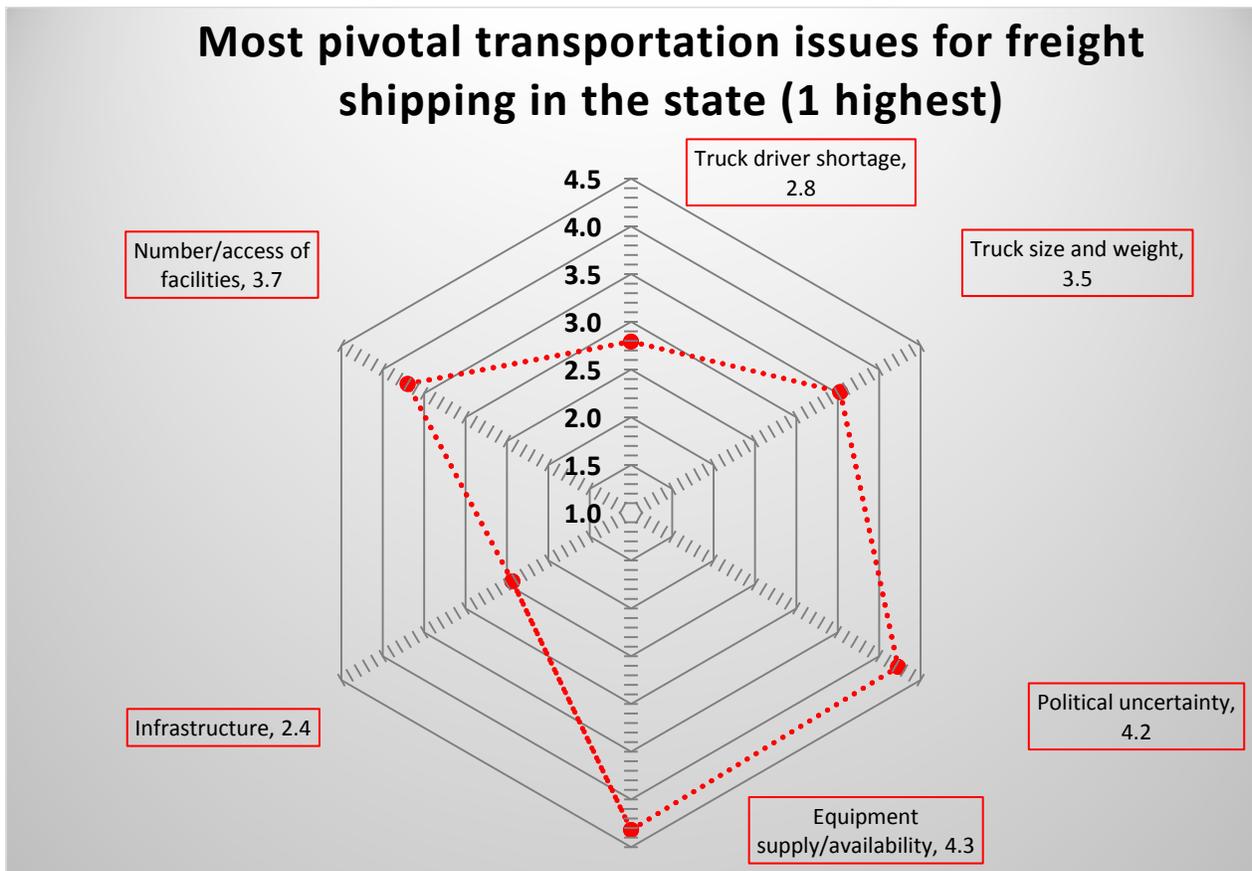


Figure 8: Most pivotal transportation issues for freight (weighted average)

Conclusions: When analyzing the results of the rankings, the weighted average was taken for each of the categories and compared in Figure 8. The closer the category is to the center, the higher the category is rated. From the weighted average, ranks from most important to least is as follows: Infrastructure, Truck driver shortage, Truck size and weight, Number/access of facilities, Political uncertainty and Equipment supply/availability.

Are oversized truck and weight permits easy and accessible to obtain?

Summary: A total of 38 respondents answered whether or not permits were easy to obtained, and only three expressed permits are not easy to obtain. All three of the respondents indicated that “online access” would make oversize permits easier to obtain, while only one respondent felt that the overall process could be quicker. The majority of respondents (92%) indicated that the permits are already accessible and easy to obtain.

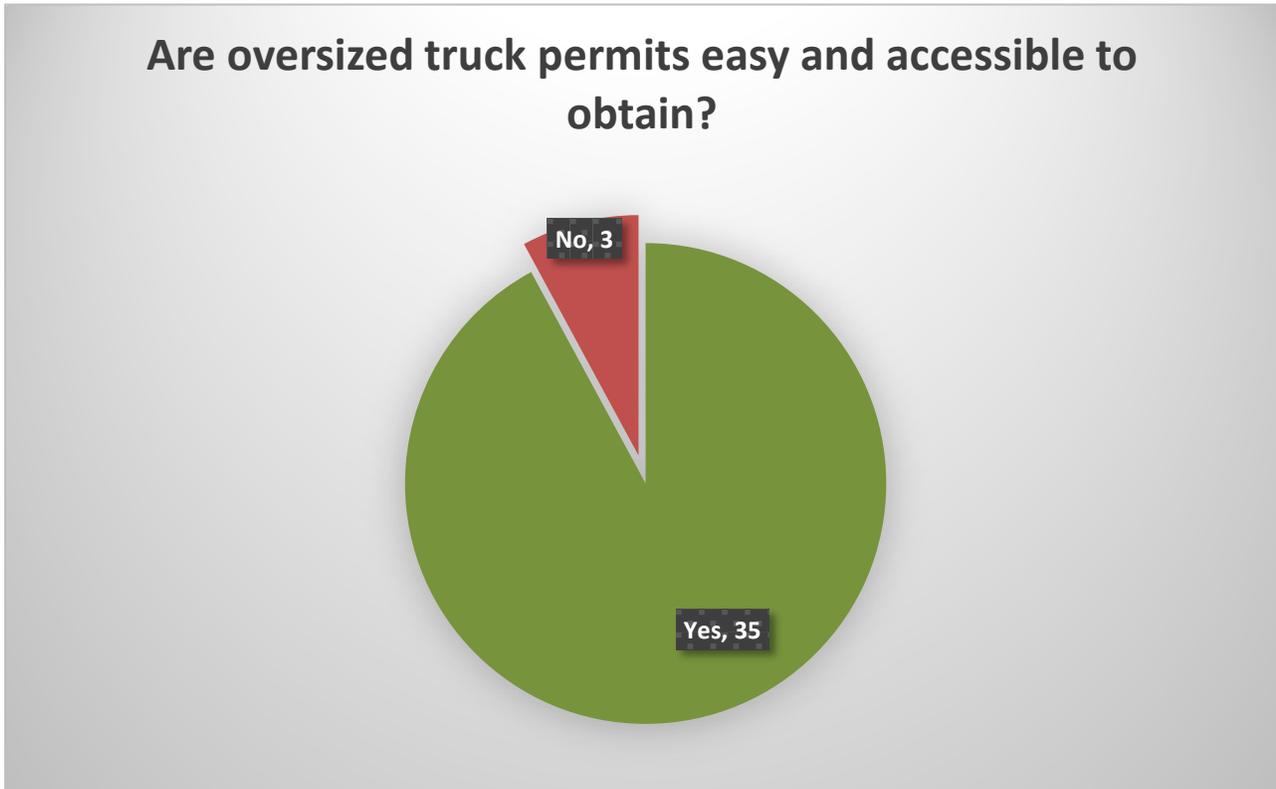


Figure 9: Accessibility of oversized truck permits

Conclusions: This question has a straightforward response that indicates the large majority does not struggle in obtaining permits.

Is there enough education regarding all modes of transportation and the benefits it provides for freight shipments?

Summary: A total of 43 respondents answered this question. The majority of respondents (56%) indicated that there are not enough education resources about transportation options in Iowa. Only seven respondents (16%) believed there was enough education and knowledge about the different transportation modes available. The remaining 28% think there are enough education resources available, but they may not be used appropriately – as there is a lack of knowledge about different mode options among shippers.

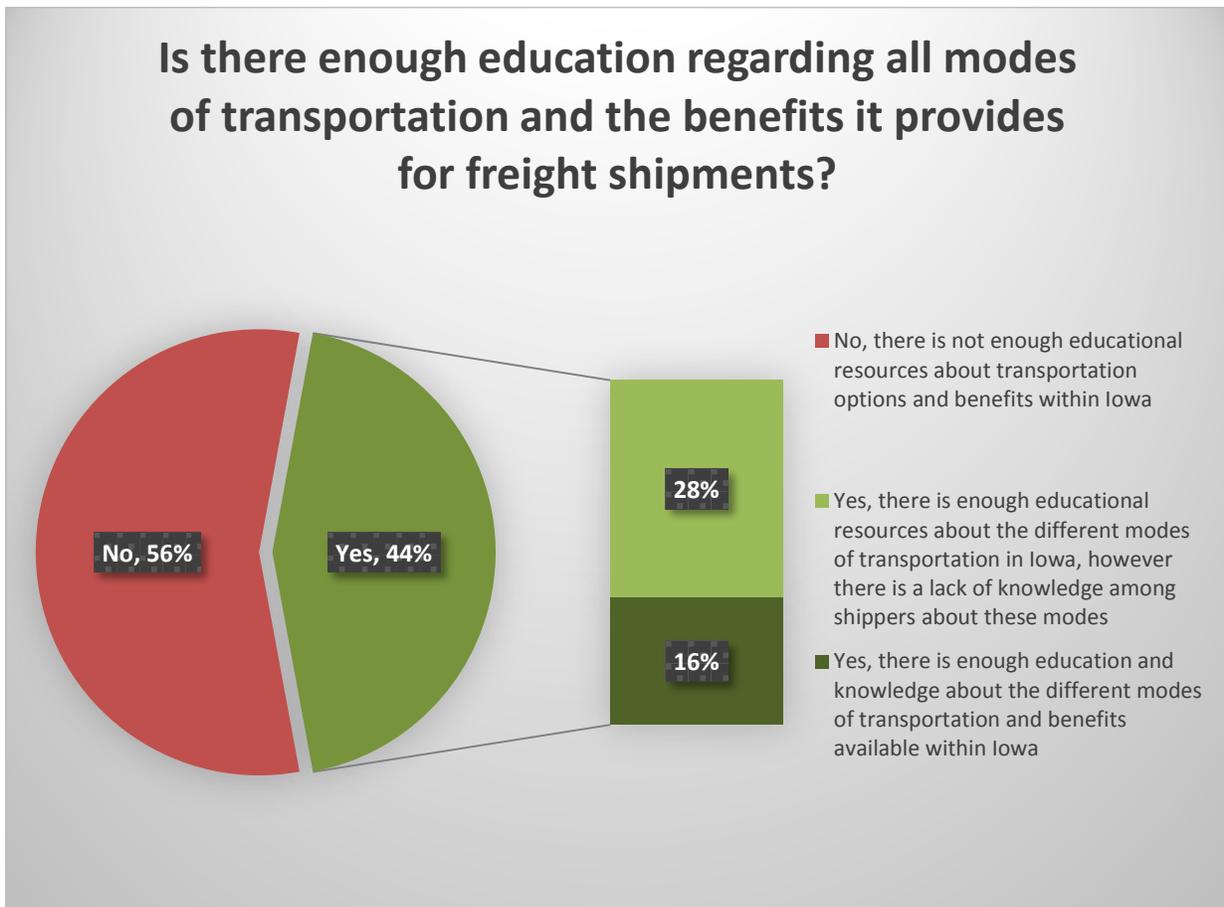


Figure 10: Availability of education for all modes of transportation

Conclusions: When asked about the availability of education and benefits provided, respondents were closely tied but leaned toward saying there was not enough education. When those who answered “Yes” indicated that “a lack of knowledge among shippers about modes” is the major concern.

Multimodal Links

The multimodal links section of the survey focuses on the participants’ current perception of trainload connection, access and usage. Fifty-four participants responded to these questions.

Note that due to the low amount of responses in this section, there is a concern in stating that the results are statically significant. Since this was not all the data used in this report, findings were incorporated from the Issues-Based Workshop to confirm these results.

There weren’t many comments in this section of the survey due to the lower number responding to this section; however, the common themes seem to involve **Chicago, Iowa, and increasing investment**. It appears that **legislature** and **politics** are also common throughout responses.

Do you use domestic intermodal container service and/or international intermodal container service?

Summary: Figure 11 highlights the responses of the 12 respondents who answered this question. It appears that most people either use both international and domestic services, or none at all. Only two respondents indicated they only use international container services, and none of the respondents solely use domestic container service.

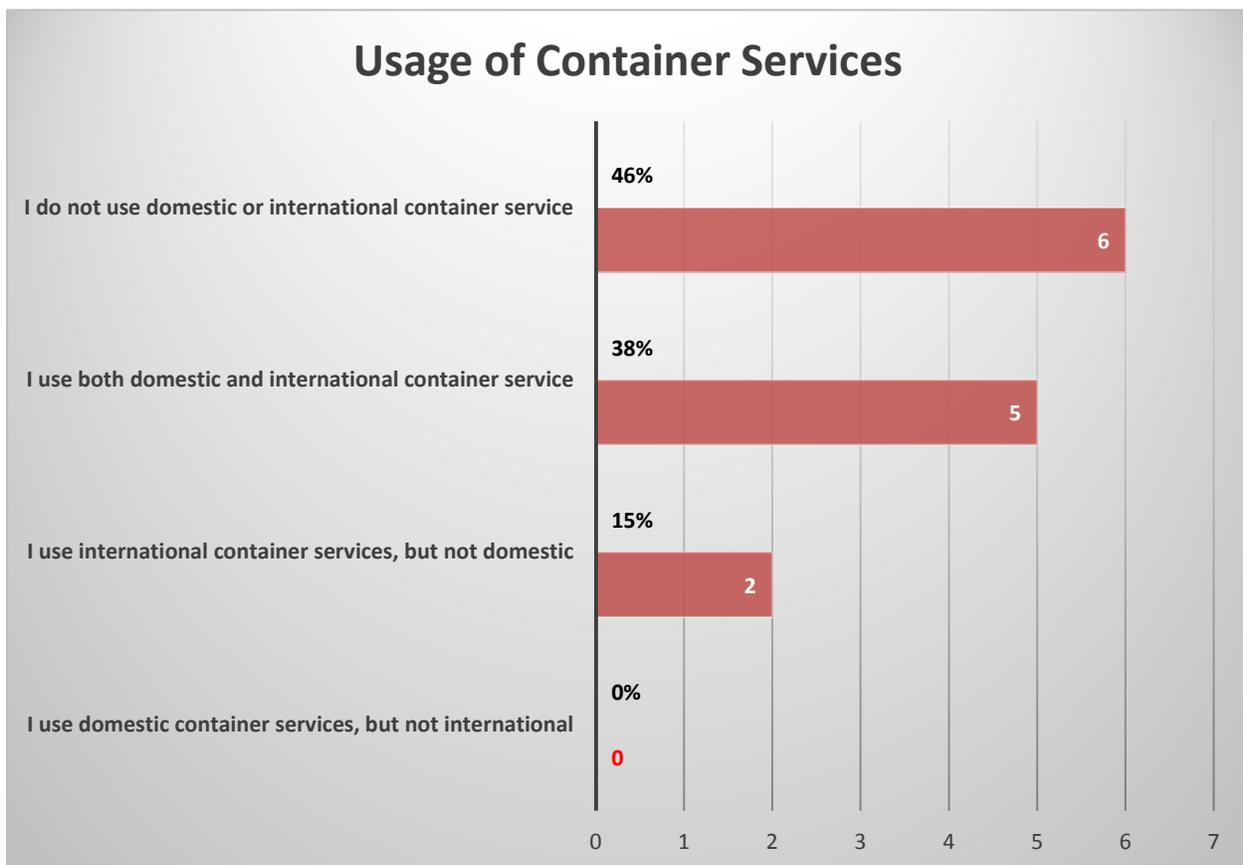


Figure 11: Usage of container services



Conclusions: When examining the results of this question, there are a low number of responses. In fact, many questions in this section have a lower number of responses, but it does not mean the results are irrelevant. In the case of usage, respondents are split between both ends of container use.

Is Iowa’s intermodal access sufficient to meet your business needs?

Summary: Figure 12 displays the responses of the 13 respondents who answered this question. The majority of respondents (69%) indicated that Iowa’s intermodal access is not sufficient to meet their needs. Four respondents (31%) believe that Iowa’s intermodal access is sufficient.

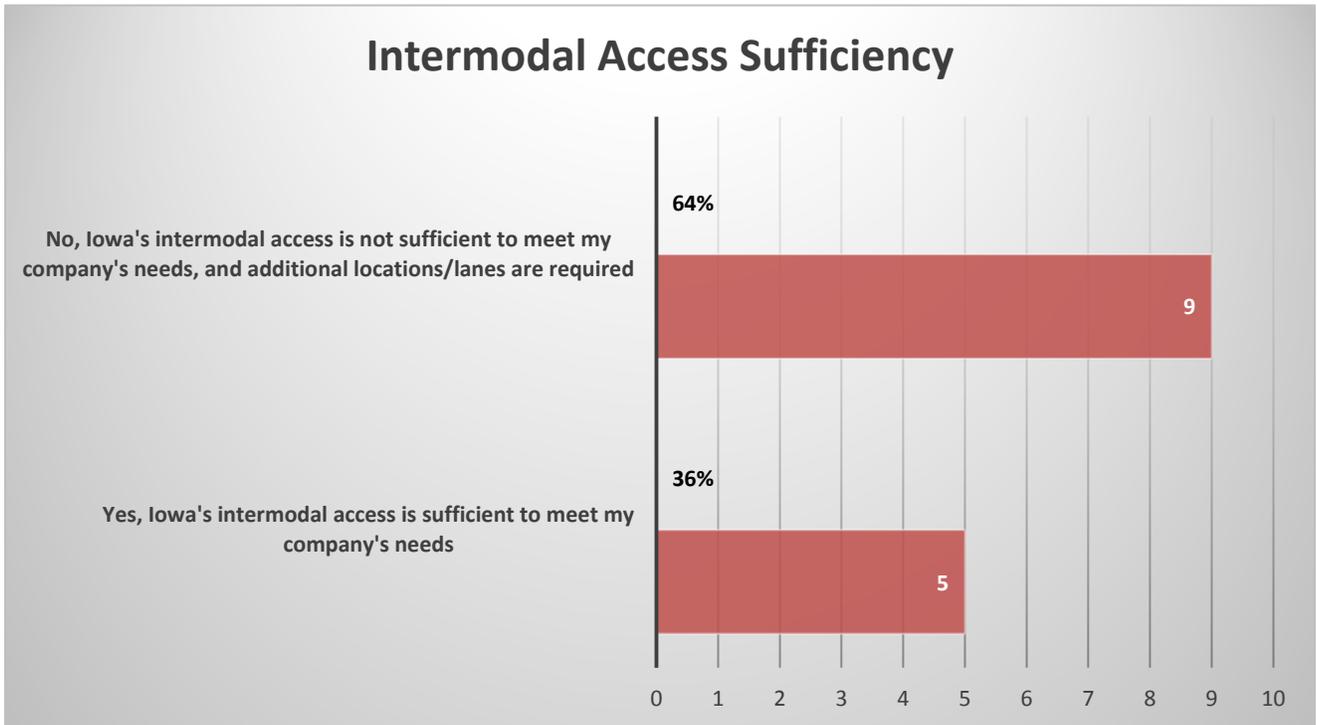


Figure 12: Intermodal access sufficiency

Conclusions: From the respondents’ answers, it can be said that Iowa’s intermodal access can be improved through infrastructure investment.

What are the barriers to your use of intermodal container service?

Summary: A total of 12 respondents answered this question, selecting all that apply. Respondents could select all of the barriers they felt were applicable. The most indicated barrier with 75% of respondents choosing was “location of intermodal facilities.” The next biggest barrier to the use of intermodal container service was “equipment availability” with 50% of respondents indicating it affected their use of intermodal services. Only two respondents indicated that their company does not have any barriers to intermodal container service use.

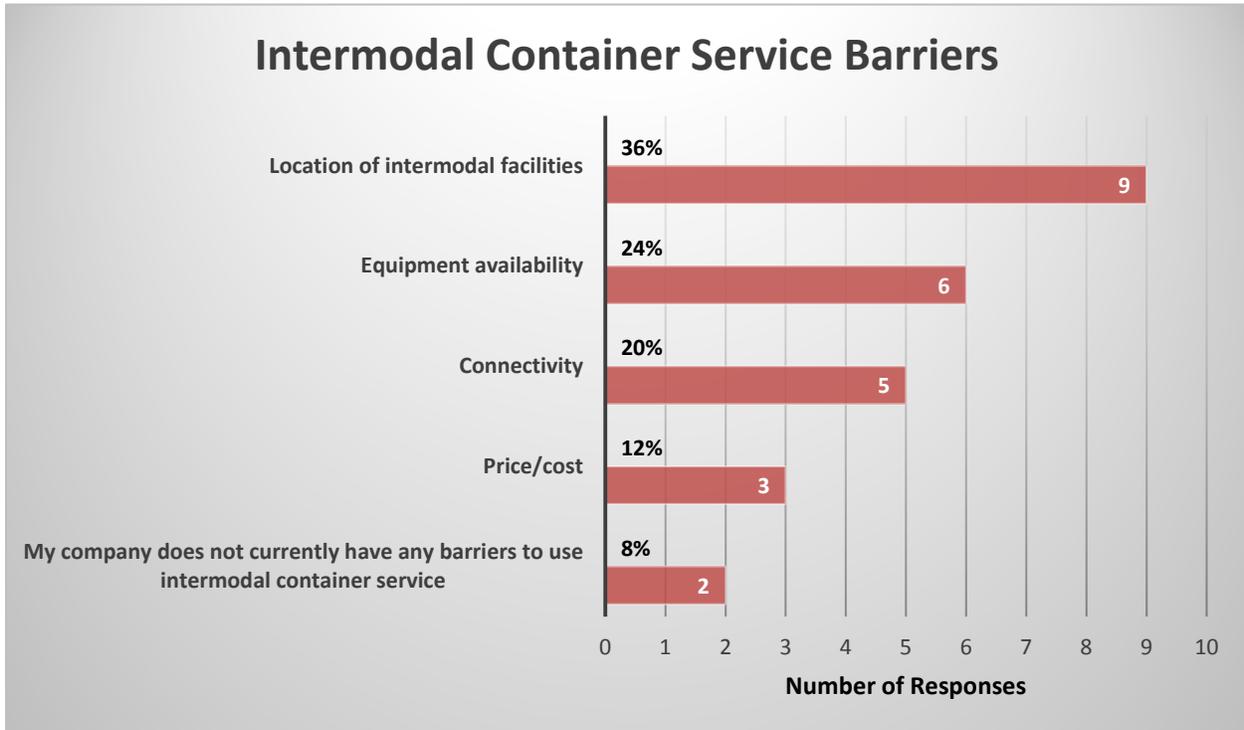


Figure 13: Intermodal container service barriers

Conclusions: The barrier that majority of respondents indicated was location, which means it is even more important to ensure that infrastructure and alternative transportation is available to facilitate reaching these facilities.

Is there sufficient container availability?

Summary: A total of 12 respondents answered this question. The majority of respondents (83%) indicated that there are not enough containers available in Iowa. The other 17% indicated that there are enough containers available, but better utilization is needed.

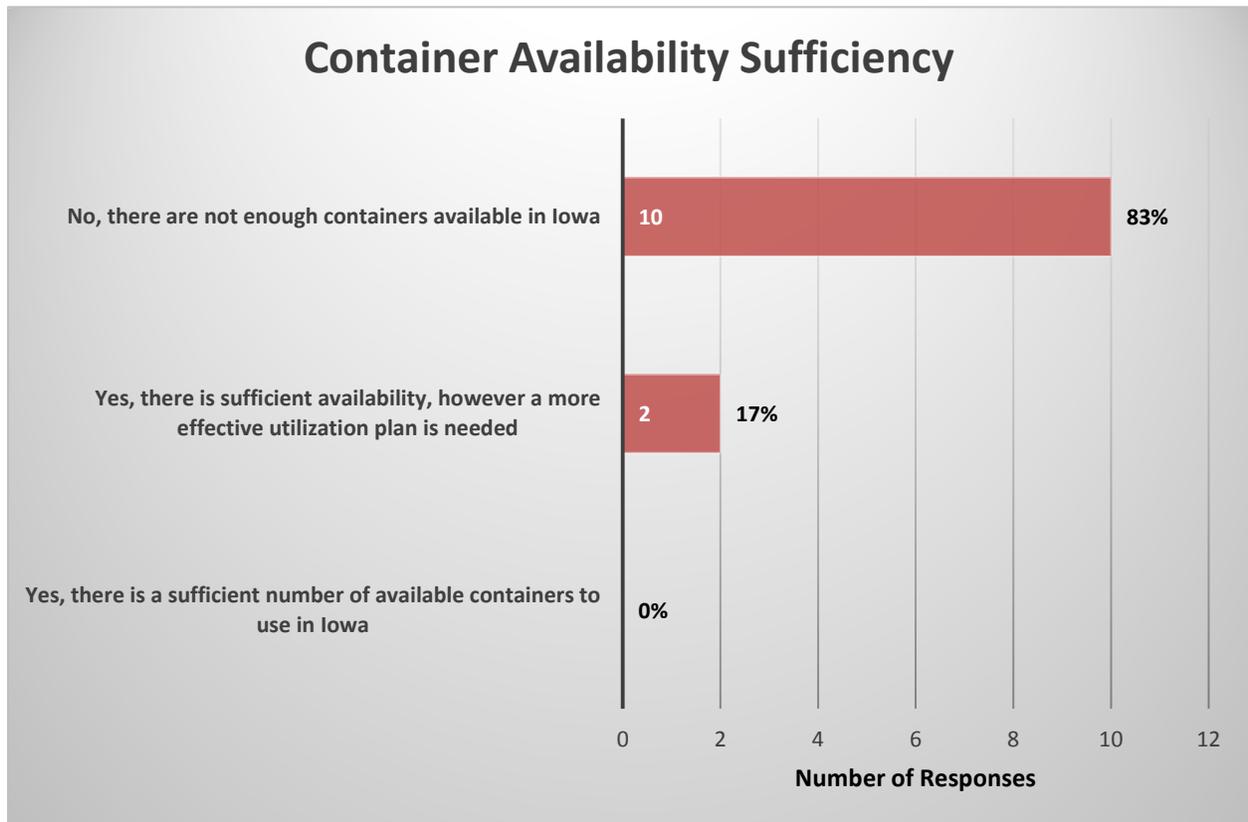


Figure 14: Container availability sufficiency

Conclusions: There is a clear pattern from respondents that there is a shortage of containers available in the State of Iowa.

Do transloading facilities make sense to businesses in Iowa?

Summary: A total of 27 respondents answered this question. Nineteen respondents (70%) indicated support that transloading facilities make sense for Iowa businesses, and that they should be located throughout Iowa. Five respondents think that these kinds of facilities make sense in Iowa, but they are not the highest priority right now. Only three respondents (11%) indicated that transloading facilities do not make sense in Iowa.

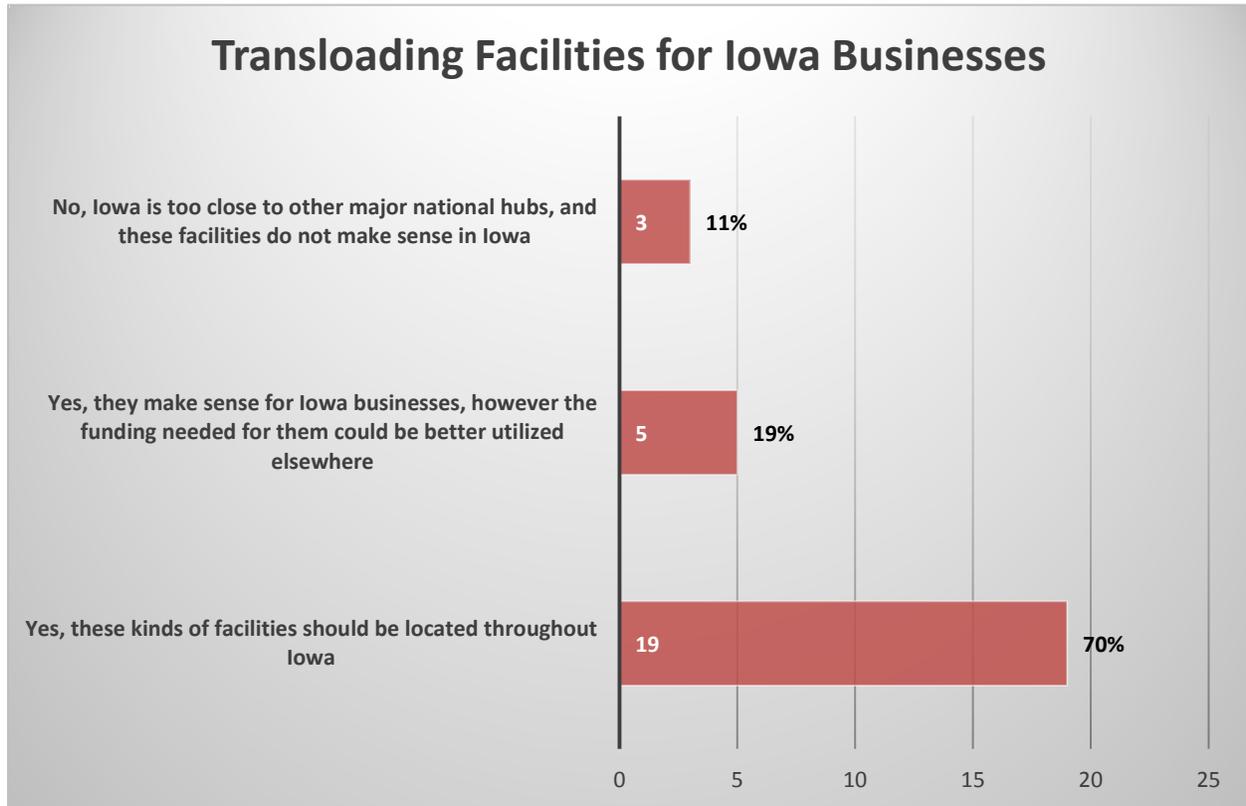


Figure 15: Transloading facilities for Iowa business

Conclusions: Respondents agree that having more transloading facilities will make transitioning to different modes much easier. Iowa is an area where many companies are using multimode methods to lower costs in shipping; Transferring loads from trains to trucks, ethanol being one of the main cargos².

² Ford, George. The Gazette: "Transloading links trains, trucks moving ethanol, freight", 4/3/14. <http://www.thegazette.com/2011/11/17/transloading-links-trains-trucks-moving-ethanol-freight>.

For those who answered “Yes”, where should additional transloading facilities be located?

Summary: From the 19 respondents that indicated transloading facilities make sense, 17 responded to where facilities should be located. These respondents could select all areas that were applicable. There was a tie between the top three options – Northeast region, Southeast region, and Central Iowa. The Northwest region received slightly fewer votes with 18% of respondents indicating transloading facilities should be located there, and the Southwest region received the fewest votes.

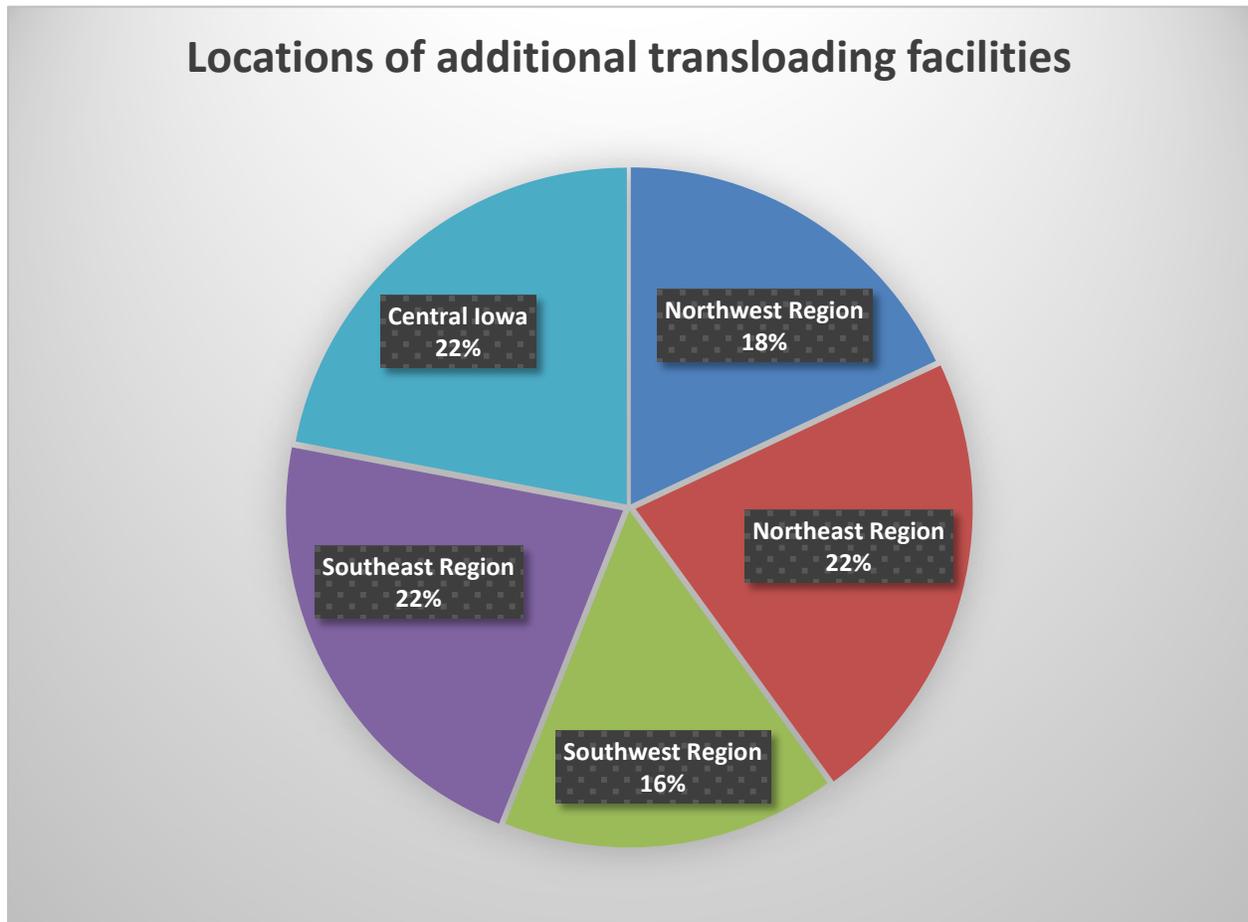


Figure 16: Locations of additional transloading facilities

Conclusions: Respondents are evenly split among where transloading facilities should be located. It looks as if there were efforts to create transloading facilities, they should be located in the Central and Eastern areas of Iowa which are lacking facilities.

Is there enough information available to help assess the costs and benefits of using a transloading/intermodal facility?

Summary: A total of 15 respondents answered this question. The majority of respondents (73%) indicated that there was not enough information available to assess the costs and benefits of using a transloading facility. Three respondents indicated that there was information available but took a long time to find, and only one respondent felt that they could assess whether or not transloading facilities made sense to their business.

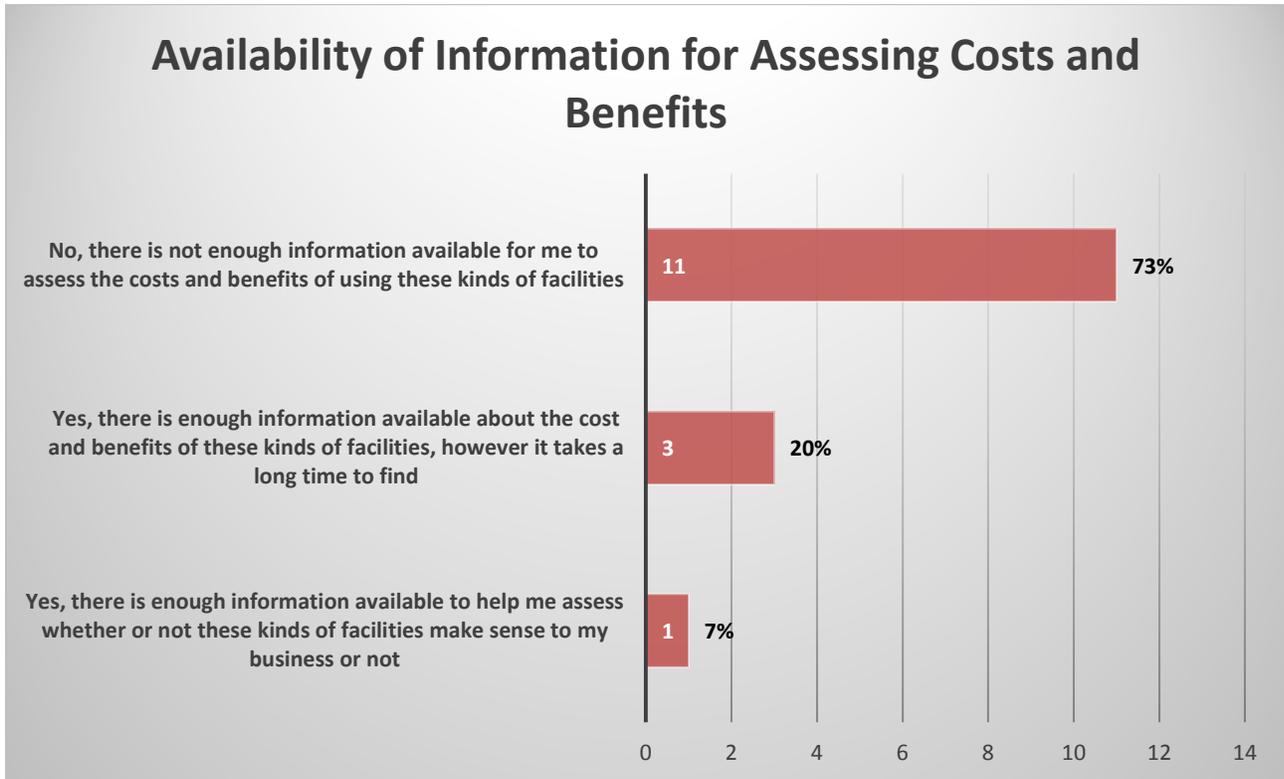


Figure 17: Availability of information for assessing costs and benefits

Conclusions: Respondents indicate that there is a lack of information accessibility to costs and benefits of using a transloading/intermodal facility. This is a gap that can be resolved through education and informative marketing tactics.

Are the intermodal connectors between Iowa’s highways, railways, and ports adequate?

Summary: A total of 21 respondents answered this question. The majority of respondents (67%) indicated that intermodal connectors are not adequate. Four respondents (19%) indicated that connectors are adequate and easy to use, while only three respondents (14%) felt that accessibility needed improvement for intermodal connectors.

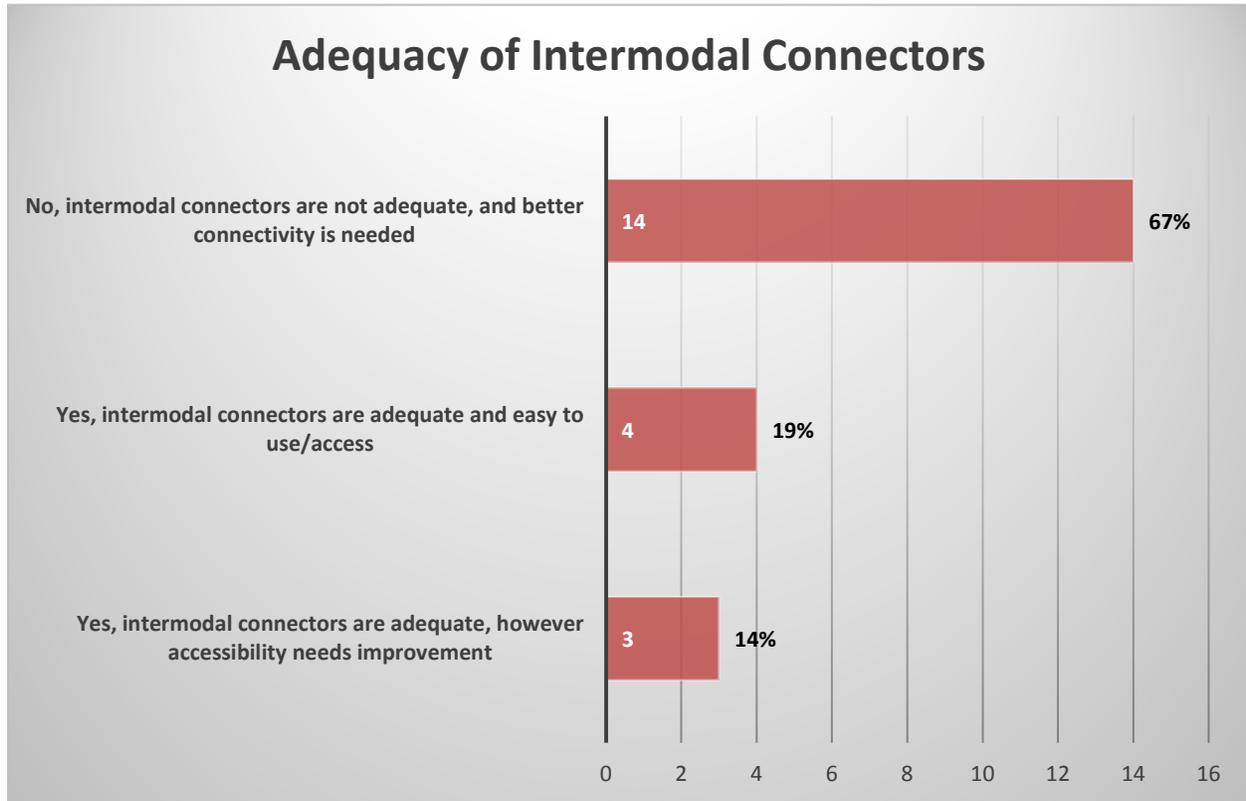


Figure 18: Adequacy of intermodal connectors

Conclusions: Respondents seem to agree that intermodal/transload facilities and connectors do not exist and the ones that currently do are inadequate. It is a clear that an investment in intermodal connectors is wanted by the respondents to have additional facilities and improve current ones.

Passenger Rail

The passenger rail section of the survey focuses on the participants’ current perception of the use of rail for passenger travel. Eighty-two participants responded to these questions.

How likely would you use passenger rail in the state of Iowa for business trips?

Summary: A total of 58 respondents answered this question. The results varied; however, 20 respondents (34%) indicated that they would likely use passenger rail for business travel. Combining this with those who indicated “Extremely likely,” over half of respondents would most likely utilize rail for business. While nine respondents remained neutral, a total of 17 indicated that utilizing passenger rail for business wasn’t very likely for them.

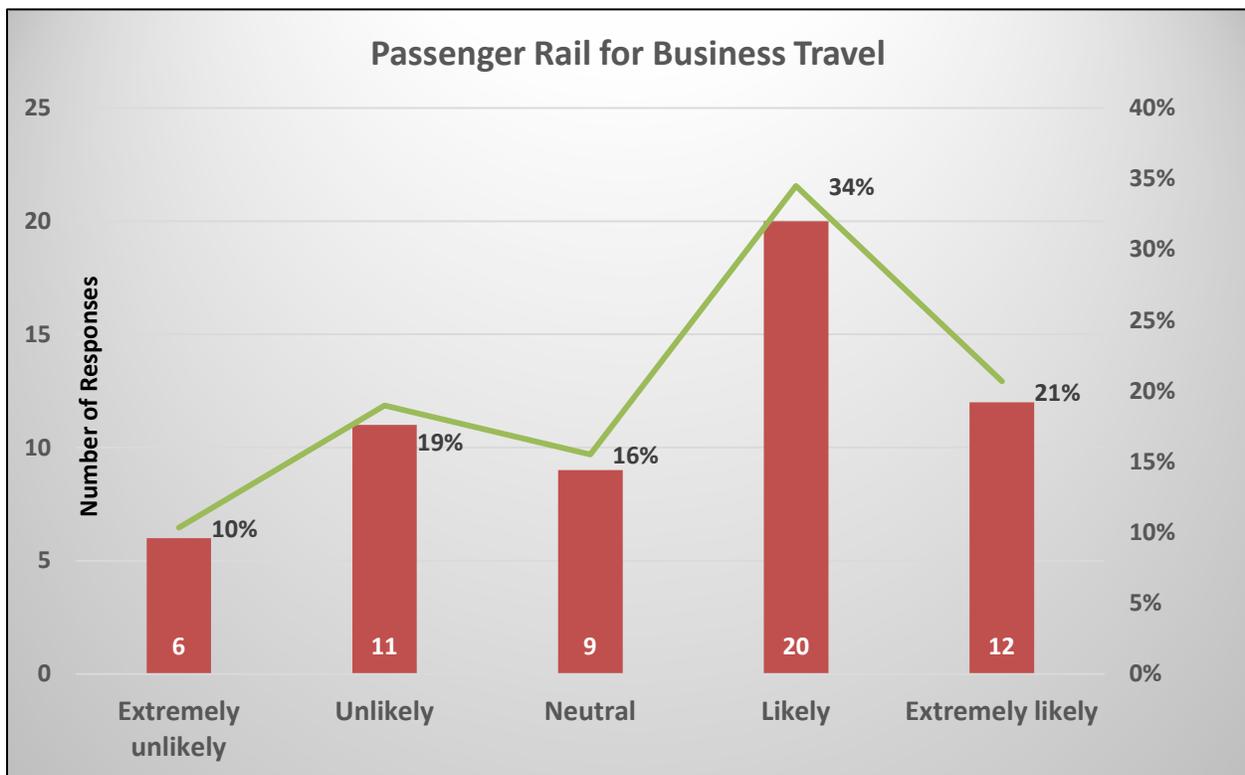


Figure 19: Passenger rail business travel

Conclusions: After reviewing the comments in this section and understanding what numerous connections respondents wanted, the results of asking what the passengers would use the rail system for seems to mirror these desires. The trend of the respondents show in Figure 19 that if more connections to major Midwest hubs were made, more passengers would travel by rail for business.

How likely would you use passenger rail in the state of Iowa for leisure trips?

Summary: A total of 63 respondents answered this question. These responses are much different than the question about passenger rail being utilized for business travel, and a large majority of respondents would utilize passenger rail for leisure trips. Only eight respondents indicated either neutrality on the subject or that they would likely not utilize passenger rail for leisure.

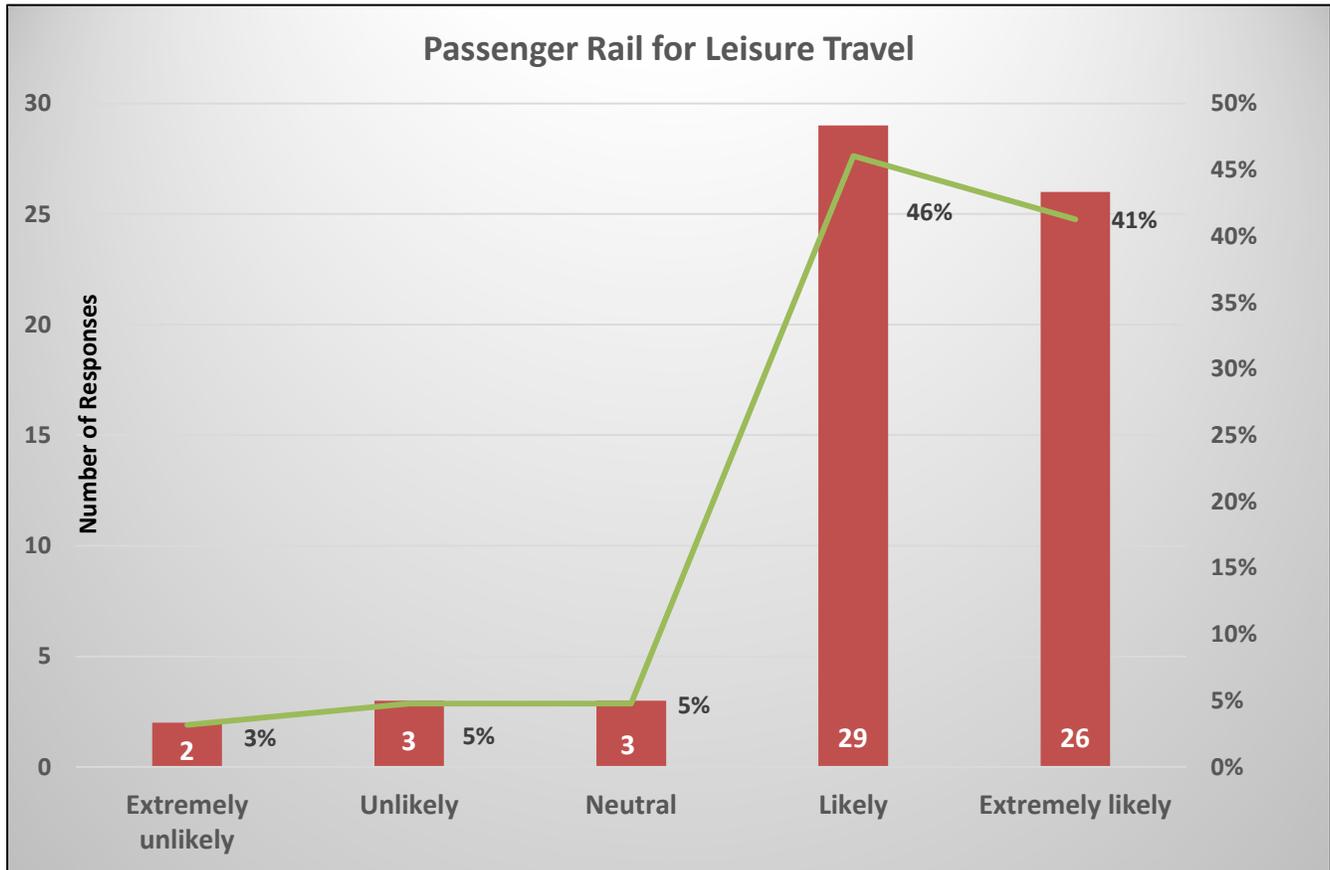


Figure 20: Passenger rail for leisure travel

Conclusions: Respondents are overwhelmingly likely to use rail as a mode of transportation for leisure traveling. From the comments it is mentioned that it is assumed train travel would be cheaper than air and this is one of the main reasons for the popularity of passenger rail.

To what level of investment should Iowa DOT focus on improving passenger rail in the state of Iowa?

Summary: A total of 63 respondents answered this question. The majority of respondents (60%) indicated that passenger rail should be treated equally with other forms of transportation. The next most popular answer was “Small investments, if extra funds” with 15 respondents (24%) indicating this choice. Only one respondent indicated that no investment should be made.

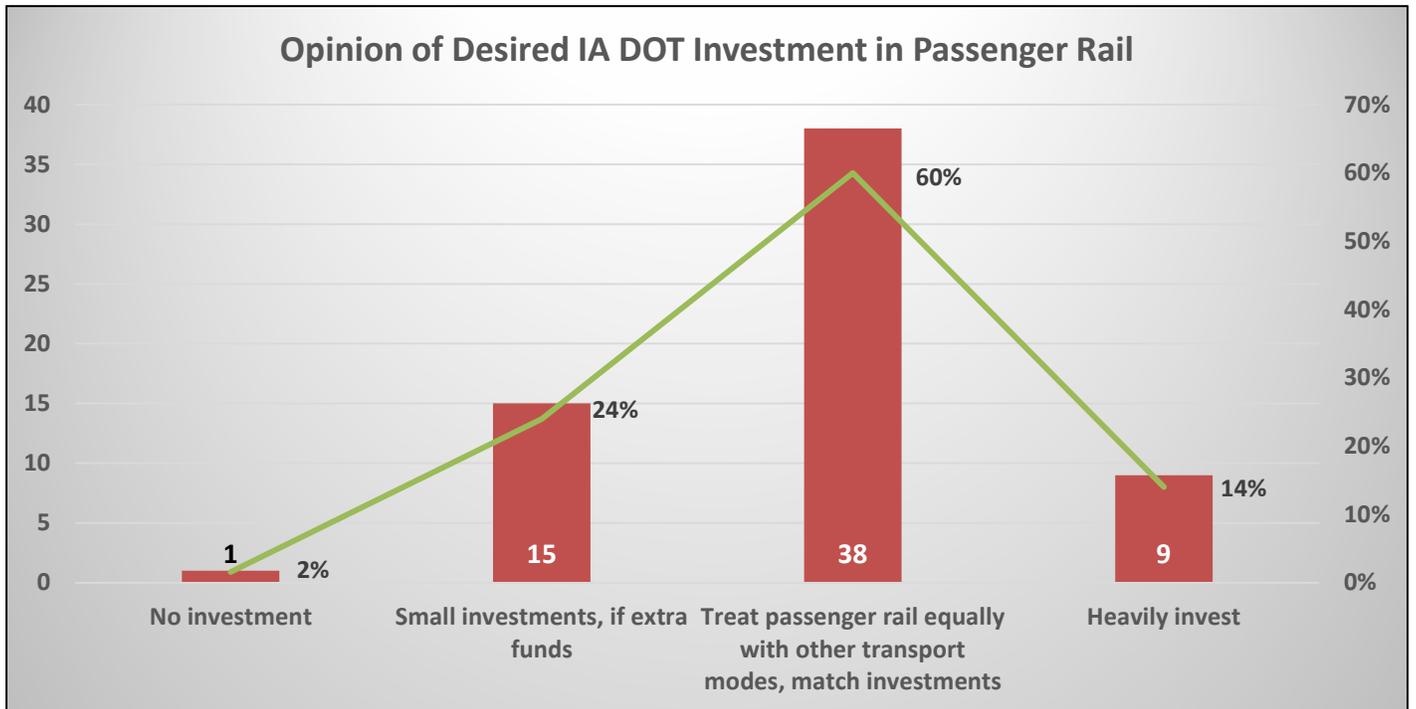


Figure 21: Opinion of desired Iowa DOT investment in passenger rail

Conclusions: Respondents indicate in Figure 21 that an investment in the passenger rail system is highly demanded. With 75% of the respondents wanting an equal to larger investment than other transportation modes, there is a trend of more lowans wanting to use rail to travel.

If the Iowa DOT continues to focus on improving passenger rail in the state of Iowa, who will be the primary audience to educate on the need for improved service?

Summary: A total of 59 respondents answered this question. Respondents were able to select all that applied, and the most popular answer with 48 votes (23%) was “The general public.” The next most popular group that should be educated about passenger rail was indicated as “Collegiate students” with 14%. There were three respondents (1%) that indicated the Iowa DOT should not continue to focus on improving passenger rail.

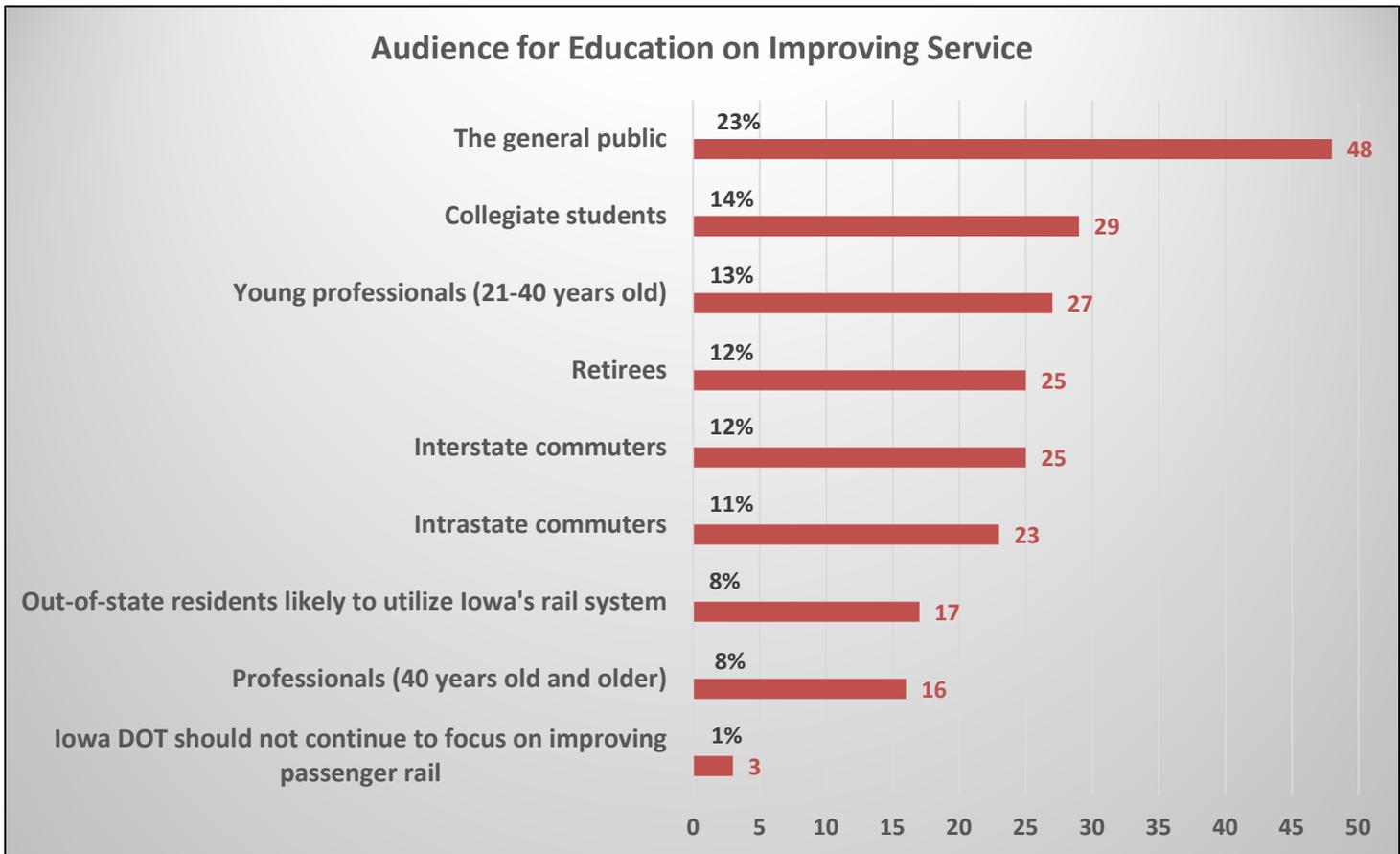


Figure 22: Audience for education on improving service

Conclusions: This question is useful in identifying how the respondents view who the DOT is responsible for educating. There is an overwhelming response that the DOT is committed to the general public, but what is more interesting is the responsibility respondents feel toward students and young professionals. This would be a good result to examine with IADOT’s current target audiences and see if they align with what the respondents are portraying.

What should Iowa DOT focus on to improve and maintain the existing passenger rail service through the state of Iowa?

Summary: A total of 58 respondents answered this question. Respondents could select all applicable answers, and “Connection with other cities” received the most answers at 34%. This was followed by “Reliability/timeliness” with 24% of respondents including it in their selection. The lowest category was “Education” with only 12% of respondents including it in their selection.

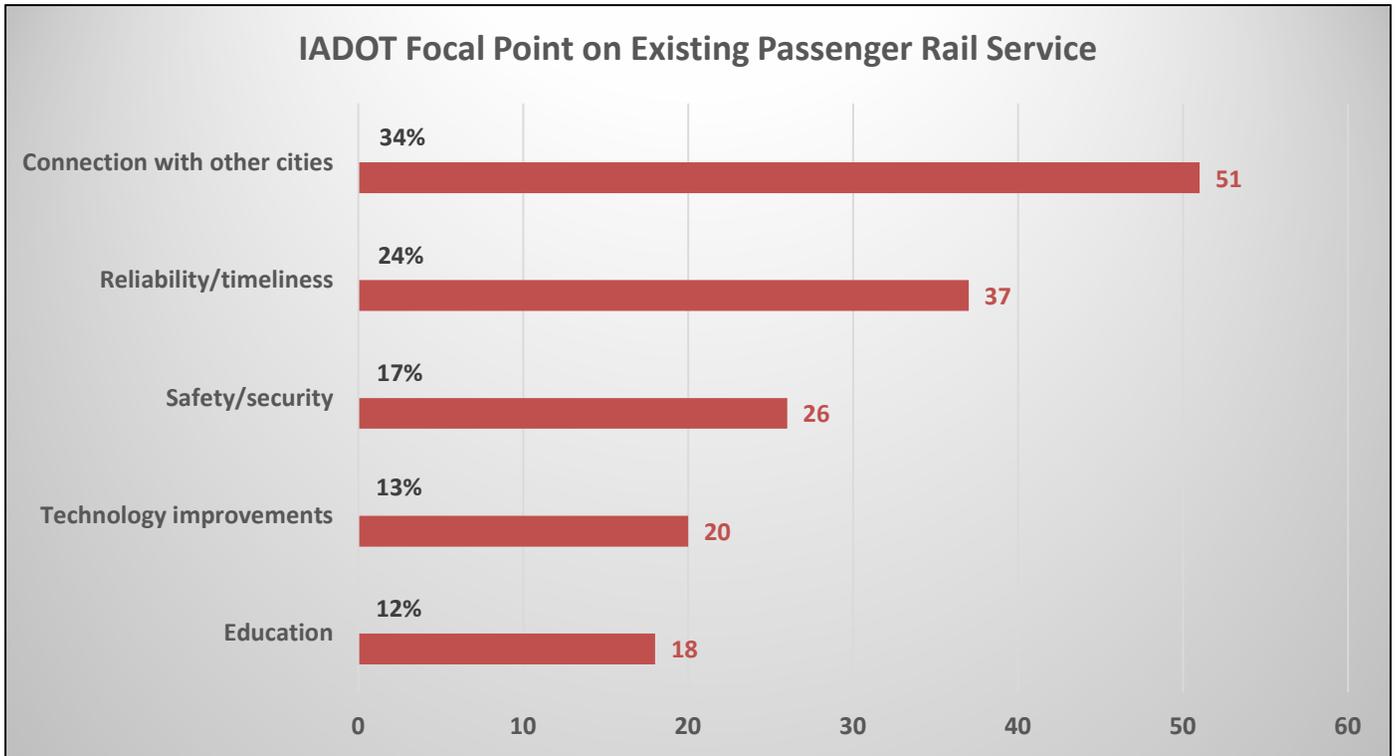


Figure 23: IA DOT focal point on existing passenger rail service

Conclusions: As seen in Figure 23, and in the comments analyzed in this section, respondents are more concerned with the connections that rail has to other cities than any other category. Infrastructure and accessibility is the main concern of respondents.

Safety and Security

The safety and security section of the survey focuses on the participants' current perception of safety concerns, regulations and implementation in all modes of transportation. One hundred and two participants responded to these questions.

I have concerns with the safety of highways in my community because:

Summary: A total of 71 respondents answered this question. Respondents could select all answers that were applicable, and the majority (21%) had "Vehicular accidents" included in their selection. Only eight respondents (15%) indicated that they do not have concerns with the safety of highways in their community.



Figure 24: Community safety concerns

Conclusions: Taking the comments and response to safety concerns, traffic and large trucks on the highways are on the minds of the respondents than any other issue. The top five concerns all deal with highways. Boiling down the comments and results from respondents' concerns show a clear pattern that highway infrastructure and flow of traffic is on the minds of the majority.

What would increase safety in your community?

Summary: A total of 72 respondents answered this question. Respondents were able to select all answers that were applicable, and 37% included “Infrastructure improvements” in their selection. This was followed by “Technology improvements” with it being included in 23% of respondent choices.



Figure 25: Increasing community safety

Conclusions: A reoccurring theme in this survey show that the respondents are wanting more investment from the state in improving the transportation infrastructure. This trend seems to link into all modes of transportation and categories involving spending and safety.

Those who selected other had mentioned: Rail capacity, quiet zones and education.

How does freight safety affect your business or quality of life?

Summary: A total of 72 respondents answered this question. Many respondents were evenly distributed across the possible answers, although only four respondents indicated freight safety has no effect on their business or quality of life. It appears the two most popular answers tied between “Minor affect” and “Major affect” with both answers receiving 25% of respondent votes.



Figure 26: Effect of freight safety

Conclusions: Respondents seem to be split on the effect of freight safety on their business and life quality. This is a tricky question because not all of the respondents has a daily interaction with freight, and may not have experienced a situation in which safety had a major role in saving a life or preventing an accident. Respondents agree that it would have some effect (even it may not be major), but it is a broad spectrum based on their own experiences.

Are highway-railroad grade crossings in your community safe?

Summary: A total of 71 respondents answered this question. The majority of respondents (66%) indicated that highway-railroad grade crossings in their community were safe.

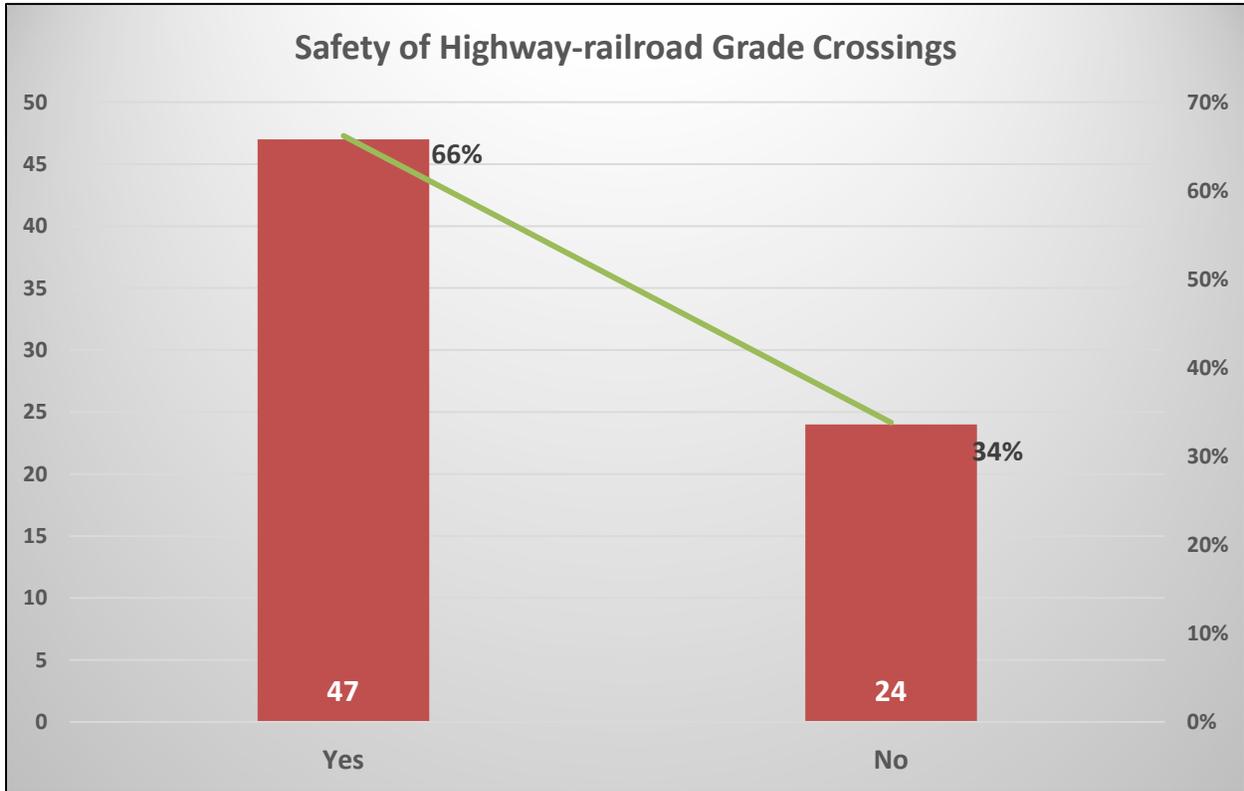


Figure 27: Safety of highway-railroad grad crossings

Conclusions: Almost double the respondents believe that their crossings are safe, and do not need any more improvements.

Question: Does your company ship hazardous materials which require placarding?

Summary: A total of 57 respondents answered this question. The majority of respondents (86%) do not ship hazardous materials that require placarding. Only seven respondents indicated their company did transport hazardous materials – mainly consisting of farm/agricultural products.



Figure 28: Shipping of hazardous materials



Conclusions: Majority of the respondents do not ship hazardous materials, and if they do it would be a farm or agricultural product.

Question: Do you have concerns about rail and/or freight terrorism and how to prevent it?

Summary: A total of 57 respondents answered this question. Most respondents either indicated they had concerns about freight terrorism, or they didn't. The majority (47%) indicated that they had concerns but did not know how to prevent it. Thirty seven percent of respondents indicated that they simply do not have concerns about freight terrorism. A combined total of nine respondents indicated that their company has taken the appropriate steps to address freight terrorism.

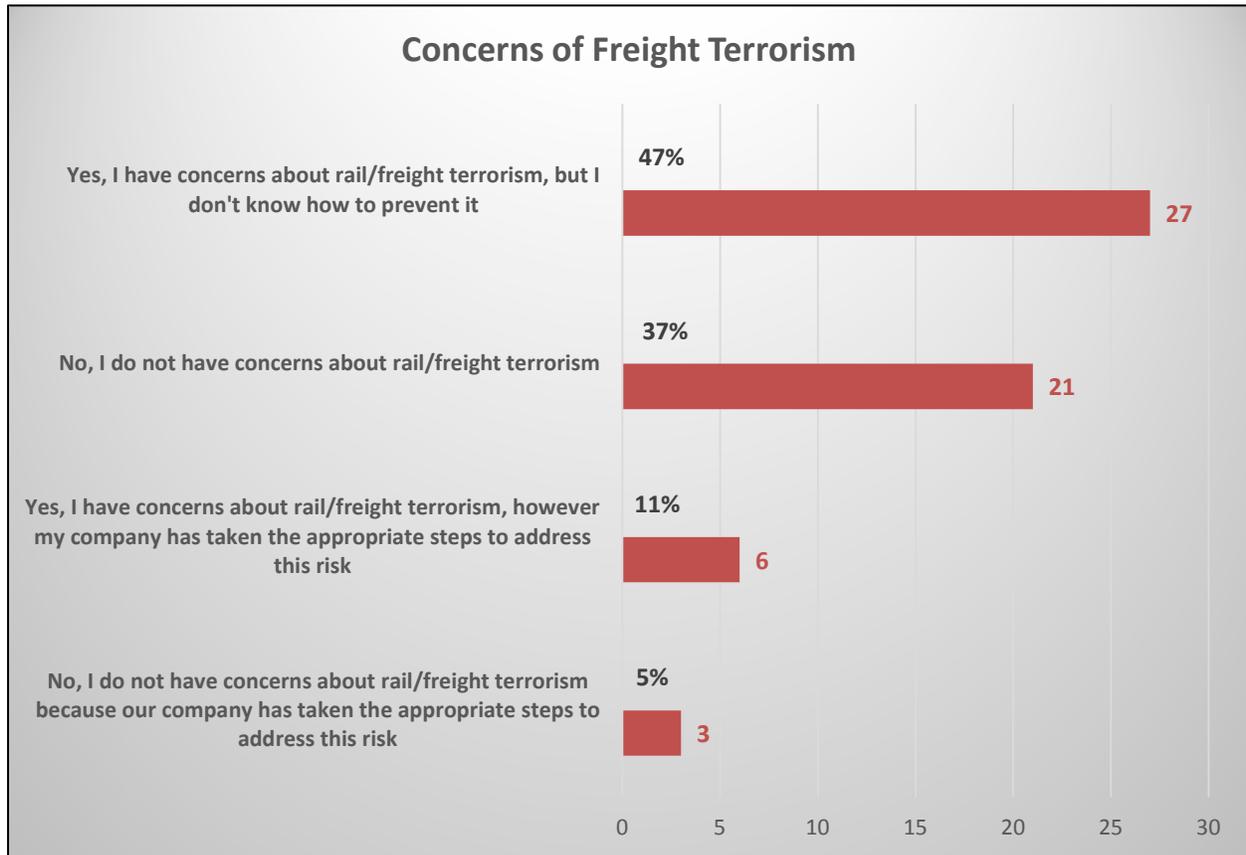


Figure 29: Concerns of freight terrorism

Conclusions: Respondents have mixed reactions to freight terrorism. The slight majority is concerned with it and is not educated on how to prevent terrorism with the second majority has no concerns at all. The population with concerns would appreciate education about freight terrorism, while others who have concern work in the industry and have already taken preventive steps.

Question: How high of a priority should increasing funding for Iowa’s highway system be for the state legislature?

Summary: A total of 71 respondents answered this question. The majority (32%) indicated that increasing funding for Iowa’s highway system is an “Essential priority” for state legislature. If respondents did not think it was essential, it was indicated as either a “High priority” or “Moderate priority.” A combined total of only seven respondents indicated a lower priority status than being neutral.

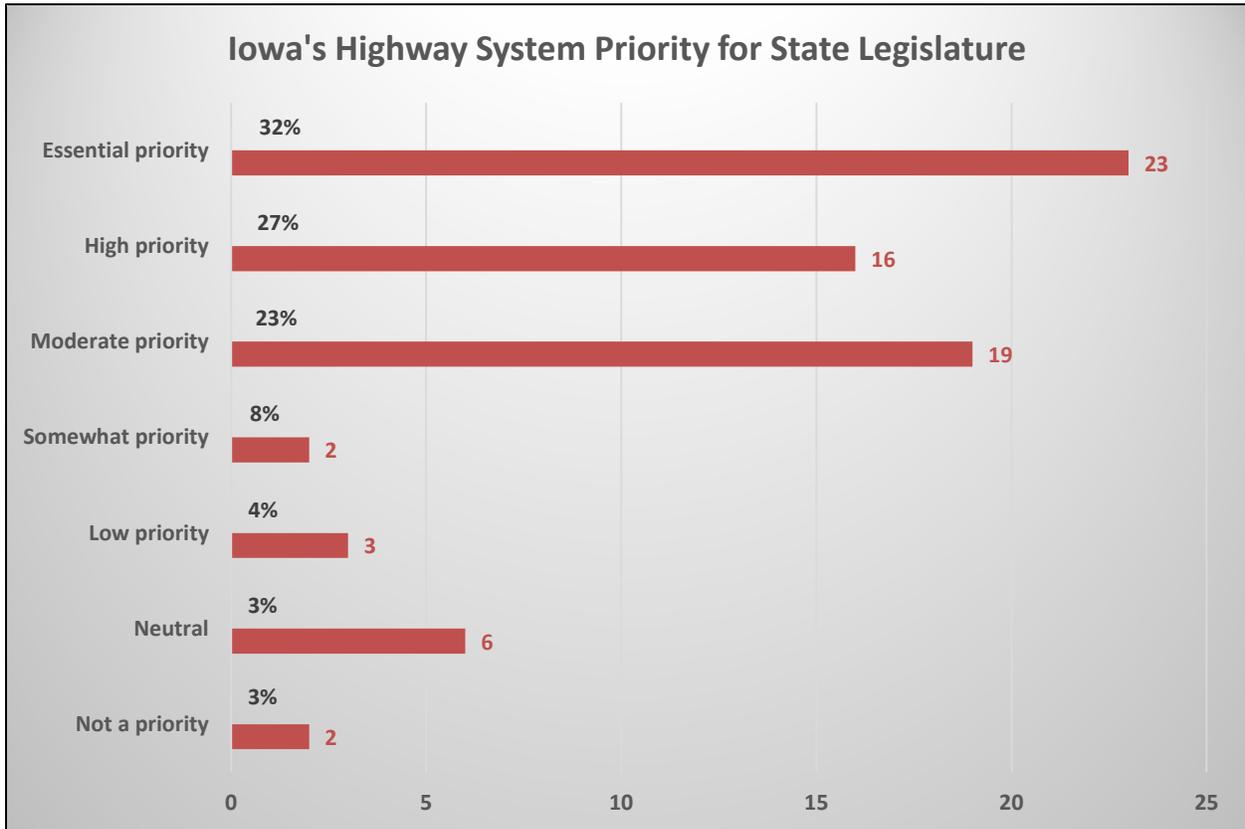


Figure 30: IA's highway system priority for state legislature

Conclusions

After reviewing the entirety of the survey, there is a clear trend that respondents are concerned with Iowa's highway infrastructure. Comments, previous questions and dialogs spoken at the Issues-Based Workshop reveal that priority should be given to improving the current highway system in Iowa. Figure 36 is an excellent representation of how respondents are demanding more effort in the upkeep of highways

Figure 31 uses all of the comments respondents gave in the entire survey and identifies what elements were most touched upon. Besides the obvious "Iowa," "Rail," and "State", which don't provide much information, "**infrastructure**," "**funding**," "**access**," and "**value**" are the most mentioned words that confirm the conclusions made from the questions and comments in each section.

Overall, respondents are concerned with the infrastructure for all modalities in Iowa and want more funding to rebuilding highways, creating new rail connections and having easier access to transloading facilities.

Further conclusions were made based on information gathered at the Issues-Based Workshop. Many of the findings in this report are supported by the comments and topics discussed at the workshop. The final section will describe our conclusions based on the comments in this survey compared to what was said during the workshop.

Based on comments from this survey and the Issues-Based Workshop, we have summarized:

1. Stakeholders want to see improvement in Iowa Freight and Rail infrastructure

- Reasons and viewpoints:
 - Economic development- With more access to connecting cities, tourism and business will grow to the connected cities. Traveling costs will be lowered and the systems will be utilized more.
 - Safety- With an up-to-date infrastructure, traffic and car accidents are assumed to decrease.

2. Respondents want to see the best value for any expenditure made

- Carefully evaluate what project would have the biggest impact
- There is disagreement on what would make the "biggest impact"
 - Different regions of Iowa indicate different priorities
 - Future projects to express overall benefit to Iowa (versus certain areas)
 - Ensures continued support of DOT agendas

3. Stakeholders want to see an increase in connectivity

- Primarily a concern for intermodal and transloading facilities
- Increased access among current transportation options is important
- Increasing connections (or the number of connections) for freight transportation
 - Includes increased access to barge and rail facilities

F.5 Shipper Interview

Twelve shipper interviews were completed during October and November 2015. These interviews included large manufacturers, rural agriculture producers, retailers, and Third Party Logistics (3PL) providers.

Shippers interviewed used Class I and Class III (short line) railroads, a trucking company, and logistics service providers, who were asked about nine aspects of freight service and perceptions. The nine areas included three to five questions each, for a total of 39 inquiries. These nine freight and freight rail aspects, and an additional aspect related to passenger rail, are identified below:

- Safety
- Economic and Workforce Development
- Policy and Communications
- Multimodal Intermodal Development
- System Conditions
- Performance Measures
- Industry Trends
- Transportation Solutions and Implementation Strategies
- Project Prioritization
- Passenger Rail

Executive Summary

The vast majority of freight in Iowa moves by truck, and infrastructure is rated at a B-C level on an A-F scale. Performance measures are highly correlated with cost and on-time performance. Users identified that communication in Iowa could be improved with the development of push emails or cell phone Apps and more customized for users. Several users indicated the importance of empty equipment visibility to help reduce repositioning costs and improve equipment availability. This was noted by truck, rail, and intermodal users. Multimodal access is absolutely essential to the freight network. One shipper identified interest in an Iowa-owned rail fleet to facilitate short-haul movement between the Mississippi River and Iowa producers. Priority projects include maintaining the current highway/bridge network and improving rail and freight routes. Increased terminal access and an increase in truck parking was a common theme, and concern over grade crossing safety was noted in some areas. Cost benefit analysis and public private partnership development seemed to be the best way to prioritize projects. Concern over driver shortages, industry regulation, and overall transportation funding levels were mentioned.

Survey Summary

SAFETY

The Iowa freight system is considered very safe. Several respondents included that they have hazardous material certified drivers and a safety team in place with regular safety training and certification.

The areas of highest safety concern include:

- Congestion, limited truck parking, farm implements on rural roads at dusk, worker safety, bridge condition, flood routes, many freight routes in rural Iowa go through downtown areas, more bypasses should be built, infrastructure is tired, and weather and winter mobility issues represent transportation risk.
- Recommended public actions include: expanded rest stops, grade crossing safety, infrastructure upgrades (bridges), and professional transportation education. In rural areas it is often difficult to maneuver large trucks, and there are few designated truck routes. Infrastructure in rural areas was not designed for today's trucks, and many routes are tired and need updates.
- Iowa infrastructure grades
- Rail – concern over abandonment, rail responsiveness, container and rail capacity
- Highway – attention needed on bridge condition
- Pipeline – little knowledge of state's network

- Waterway — needs for lock/dam upgrades and replacement on the Mississippi River
- Multimodal — Significant interest for increased access
- Air Cargo — almost no direct flights to anywhere from Iowa

ECONOMIC AND WORKFORCE DEVELOPMENT

The vast majority of Iowa's freight moves by truck and this network is essential to Iowa's economy.

Access to a multimodal network was rated absolutely essential; however, many multimodal terminals for rail and air cargo are not located within the state.

Availability of qualified transportation workers is a critical factor followed by education and resources to support workforce development. Access to funding programs ranked least important of these three factors.

One respondent indicated that more access to rail is essential. One facility is served by rail and the other is not. Container users feel that Iowa is not cost competitive with other states. Rail and river connectors are not efficient and coordination between the two networks is difficult.

POLICY AND COMMUNICATIONS

Most companies and service providers did not have a frame of reference to compare Iowa programs and policies with other states. In general, Iowa DOT policies are considered business friendly.

Several noted that Iowa could improve communication with the use of a selective push email system. They requested messages on a need-to-know basis. Several indicated that they rely on information from Chambers of Commerce and County Economic Development organizations at the local level. An Iowa DOT cell phone App was recommended for specific alerts (weather, congestion, construction). One shipper noted a need for a public load board to monitor the location of empty trucks. Another indicated that rail car visibility could be improved. Concern about a national driver shortage and the ability to get trucks was mentioned often. Another shipper noted that it was hard to identify the availability of rail cars in the region (across multiple railroads) and that public access to rail car availability was needed. A container user mentioned that container availability in the state should be improved. It is hard to identify empty containers for reload and that draying from distant markets is not cost effective.

Weather conditions, communication about congestion, and planned construction were the most used Iowa DOT communication channels; however, many larger organizations rely on their own weather monitoring networks. Severe storms and winter driving hazardous were most commonly noted as reasons to visit the Iowa DOT website.

MULTIMODAL INTERMODAL DEVELOPMENT

Multimodal users most commonly cited the use of Chicago for intermodal container movements. Several mentioned that Chicago intermodal facilities have gotten too big and service levels are declining. For air cargo shipments, many freight forwarders truck time sensitive freight to Chicago or Minneapolis, while a few use Iowa airports at Des Moines and Cedar Rapids. Cedar Falls airport was also mentioned.

Due to the lack of intermodal freight networks in Iowa, comments about assuring that intermodal corridors connecting to Chicago, Minneapolis, Omaha, and Kansas City operate at highest levels of performance were made. For long drays it is essential to ensure multimodal freight makes it to distant terminals on time.

Multimodal terminal development is needed as Chicago is getting larger, which has resulted in chassis shortages and congestion. Intermodal terminal development at Rochelle, Illinois (west of Chicago) and in Iowa could relieve pressure on Chicago intermodal operations.

Expanded multimodal development and terminals would result in lower costs and a more competitive business environment. Highway conditions impact service, cash flow, and inventory levels. Intermodal is

viewed as a lower cost option and an important consideration as logistics costs continue to increase.

SYSTEM CONDITIONS

Freight system users generally ranked Iowa's highway system as good, and better than the state's railroads. Waterway systems were rated the worst. Few were able to comment on the condition of pipelines. Air cargo systems were considered less than adequate in the state for frequent users due to lack of direct flights.

Rail and highway system conditions are critical for the movement of Iowa's freight. Concern over rail line abandonments and service reduction was noted. Chicago was noted as the economic capital of the Midwest and connections to Chicago are essential to commerce.

Most felt that deficient systems should be funded by federal sources, Iowa fuel tax, and several mentioned tolls and user fees. Private investment is also needed for larger projects.

Few regulatory burdens were noted; however, hours of service rules have made the truck driver shortage worse. There is concern about increased regulation in the future.

PERFORMANCE MEASURES

Key performance measures included on-time and within budget. A few noted damaged free shipping.

Travel time reliability ranked most important with capacity issues named second most important. Velocity was not a critical factor.

Most freight system users felt Iowa's multimodal freight system was "good."

The most popular low-cost system improvements named included: additional truck parking, added turning lanes, and shoulder improvements. Several noted rail and marine connector improvements were needed due to difficulty in coordinating river, rail, and truck transfers. Grade crossing upgrades were noted.

River users mentioned that coordination between rail and waterway shipments was often difficult to manage. Some river terminals have limited parking, creating congestion at ports.

INDUSTRY TRENDS

The Panama Canal expansion is anticipated to reduce reliance on the West Coast ports and to help keep transportation costs competitive.

An increase in truck size and weight was universally popular and was mentioned as a way to reduce transportation costs; however, due to the multistate distribution systems, an increase in truck size and weight would need to be adopted on a nationwide basis for maximum effectiveness.

Every respondent identified that a truck driver shortage would have a significant impact on their business.

Surprisingly few shippers were aware of potential business impacts from the implementation of Positive Train Control on the state's rail network. Several were skeptical of actual improvements to be realized by PTC.

Top industry issues include:

- Truck driver shortage
- Panama Canal expansion
- Industry regulation
- West Coast intermodal disruption
- Access to intermodal networks
- Anti-dumping

- Commodity costs
- Weather
- Railroads are not responsive
- Total transportation costs are increasing

TRANSPORTATION SOLUTIONS AND IMPLEMENTATION STRATEGIES

Most shippers felt that project improvements should be prioritized by cost-benefit analysis or return-on-investment calculations.

Most felt that transportation improvements should be paid for through federal and state taxes and Public-Private Partnerships (PPPs) if feasible.

PPPs were considered as a positive method of increasing infrastructure development. It seemed that more information is needed to help support this option.

PROJECT PRIORITIZATION

Benefit-cost measures were considered to be the fairest way to prioritize projects in the state. Several said that projects should be prioritized in areas of highest demand.

There was no statistically valid rating of the most important improvement. Essentially everyone wanted every improvement in an unconstrained cost environment. Several mentioned intermodal and more rail access projects should be prioritized to gain access to lower cost shipping modes. Bridges and more railheads were noted as important since highway transportation is the most often used mode. Multimodal transfer stations are needed to reduce multi-state drayage costs and provide access to more transportation capacity, especially if a truck driver shortage worsens.

Others mentioned the high reliance of the trucking industry on the maintenance of current roads and bridges, and that those should be the highest priority.

PASSENGER RAIL

Passenger rail is not viewed as an option to benefit business travel. Several noted the passenger rail system is impractical in Iowa.

Passenger rail was not considered an important investment for the state. Respondents felt that passenger rail should pay for itself.

F.6 Meeting Comments

25650 Email Comment from J Parliment

Date: 6/8/2016

Type: Comment

Status: Open

Summary: Amanda, I submitted a comment, but wanted to be sure something was changed. Concerning the notes for Table 2.1 ... note a. The BNSF has no trackage rights on the SD State owned rail line between Elk Point, SD and Canton, SD which is solely operated by the D & I Railroad (DAIR).

Participants

Person Attendee

Jack Parliament

D & I Railroad Co. (DAIR)

jdparliament@lgeverist.com

(605) 330-6588

25833 Web Comment from C Litwiller

Date: 6/29/2016

Type: Website Comment

Status: Open

Summary: Due to being unable to attend the public meeting that was scheduled, I appreciate being able to access information online. Thanks!

Participants

Person Attendee

Cindy Litwiller

Iowa Falls Area Development
Corporation

director@iowafallsdevelopment.com

(641) 373-3455

26857 Comments from Norfolk Southern

Date: 7/1/2016

Type: Comment

Status: Open

Summary: - NS and CP do not interchange at Ottumwa. I saw it referenced on pages 2-5, A-21, and A-28.- The main gateway to NS's network from its BNSF Des Moines haulage rights is St. Louis, not Hannibal. I saw this referenced on page A-29, both in the first paragraph and on the map.- Table 8 (page A-30): In the mileage column, Tracy – Hamilton should be 16 miles, while Swan – Des Moines should be 11 miles.- 2015 Iowa State Railroad Map: The legend refers to NS as Norfolk and Southern. There actually is no "and" in our name.

Participants

Person Attendee

Gregory Pope

Norfolk Southern

Gregory.Pope@nscorp.com

26904 Web Comment from S Kossayan

Date: 7/12/2016

Type: Website Comment

Status: Open

Summary: No comment given, added to mailing list only

Participants

Person Attendee

Stephen Kossayan

skossayan@msn.com

27961 BNSF Comments on Rail Plan

Date: 7/22/2016

Type: Comment

Status: Open

Summary: Page 2-4 Definition of a Class 1 is revenue in excess of \$289.4m. The items listed in the document are other characteristics. Page 2-35 AARA = ARRAPage 2-44 Section 2.1.6.5 makes it sound like the deadline was missed. Recommend combining last paragraph in section with second paragraph. Page 2-56 In the Inbound Tonnage Origin section, where it states "movements originating out-of-state are transported to the following", I believe it should say "movements originating out-of-state are transported from the following". Page 2-69 (Table 2.26)• Remove the capacity column from this table• For BNSF subdivisions, Creston and Ottumwa, change capacity constraint to "No"• Note that the Estimated Trains per day is the same for both Creston and Ottumwa, despite one being single track and the other double. • Also note that the estimated trains per day for Ottumwa is already higher than the practical capacity, calling the model into question• Recommend removing the table entirely

Participants

Person Attendee

Sarod Dhuru

BNSF Railway

sarod.dhuru@bnsf.com

27962 UPRR Comments on Rail Plan

Date: 7/22/2016

Type: Comment

Status: Open

Summary: I wanted to quickly give you some feedback to the Iowa State Rail Plan draft that is currently online and open for comment. Union Pacific does not support the conclusions reached in Table 2.26: Major Iowa Rail Line Capacity Evaluation. Our concern is the methodology used to determine the line capacity and constraints (columns 7 and 8) uses data that not valid anymore and can be used out of context. As a result, we don't support the conclusions outlined on pages 2-69 and 2-70.

Participants

Person Attendee

Kelli O'Brien

kobrien@up.com

Union Pacific Railroad

(402) 544-4749

State Freight Plan

25648 Web Comment - J Parliament (D and I RR Co)

Date: 6/8/2016

Type: Website Comment

Status: Open

Summary: Concerning the notes for Table 2.1, the first note a: The entire statement is FALSE. The BNSF has no trackage rights over the SD State owned rail between Elk Point, SD and Canton, SD which is solely operated by the DAIR.

Participants

Person Attendee

Jack Parliament

D & I Railroad Co. (DAIR)

jdparliament@lgeverist.com

(605) 330-6588

State Rail Plan

25811 Comment on Rail Plan - IAIS

Date: 6/27/2016

Type: Comment

Status: Open

Summary: Dear Ms. Martin: Below please find our comments for items contained in the Draft Iowa State Rail Plan. We are impressed with this comprehensive document that required a significant effort by all those involved. ITEMS FOR FACTUAL UPDATES OR CORRECTIONS Chapter 2, Table 2.1 and Note (c) thereto In October 2016, CIC will again be operating its Iowa City to Hills segment with the lease expiration. Chapter 2, Section 2.1.1.1.2 parenthetical description of IAIS 1. WS still has trackage rights over Metra to Blue Island. 2. The line segment from Hancock Jct. to Oakland was mostly abandoned in 2014; less than a mile of stub track remains. 3. In the 2^od paragraph to avoid confusion, please place the word "previously" in front of "leased from Lincoln & Southern ...". 4. We do not have trackage rights over the CIC to go from the Yocum Connection to Cedar Rapids; this is only a marketing agreement with CIC. 5. In October 2016, CIC will again be operating its Iowa City to Hills segment with the lease expiration. 6. Please also note that IAIS connects with all Class 1 carriers. Chapter 31. Table 3.1 notes the initiation of passenger service in 2015 between Chicago and the Quad Cities and extension to Iowa City in 2017. You may wish to revise the timeline. 2. Section 3.3.1.1, last paragraph. Please know that, in discussions with the Illinois DOT, BNSF has steadfastly stated that its capacity would not allow for more than the two trains in each direction envisioned in the Chicago-Wyanet segment. 3. Section 3.3.1.2.5 - First line of the first paragraph has a typo with an isolated "i" that should be deleted before the word "infrastructure". 4. Section 3.3.1.5 should possibly be revised for consistency with the extension being sought for completion of the study in 2017, not 2016. 5. In Section 3.4.1, it is WS, not IANR, which provides the operations of the Hawkeye Express. IANR leases its equipment to the University of Iowa. IAIS does the actual work on its lines. 6. In table 5.2, in the Short-Range Passenger Rail Projects section, we are unaware of any local sources to fund Phase 1 of passenger service from Chicago to the Quad Cities. 7. Regarding references to IAIS in appendix A, a. Changes may be needed for earlier comments. b. We are unsure of what the references to "Rigg" and "Peter" are in the line heritage section for Council Bluffs on page A-49. ITEMS FOR CLARIFICATION Chapter 31. Section 3.3.1.2.6 Ridership, Revenue, and Costs. We would highly suggest adding cautionary language to the effect that the amounts are only preliminary estimates, given the history of actual matters. We further note that IAIS has not been consulted with respect to the ongoing costs of hosting passenger service and we offer no opinion and no support for any statements made with respect to such costs. 2. Regarding Proposed Commuter Rail Services in Section 3.3 and elsewhere, IAIS has not been consulted as to any of the items affecting any of our lines and, accordingly, we reaffirm our previously written and oral communications that, with respect to any project as follows: a. Freight service and train capacity on the IAIS will not deteriorate, or its future growth be limited, due to passenger service. b. All costs involved to both build and/or maintain track above our current Class 3 track standards will be paid for by the party or parties seeking to have passenger service on our rail lines, and c. Any additional construction or ongoing costs including, but not limited to, positive train control, road crossing protection upgrades, liability and other items for safety, operating needs, and/or to comply with other parties' concerns or regulations in providing rail passenger service will be borne by those parties. 3. IAIS does not support additional passenger excursions over its rail lines beyond that to which we are a current party with the Iowa DOT. Specifically, IAIS does not support and will not allow any tourist rail excursions or other similar trains open.

Participants**Person Attendee**

Jerome Lipka

Iowa Interstate Railroad



June 22, 2016

Ms. Amanda Martin
Freight and Passenger Policy Coordinator
Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010

Re: Draft Iowa State Rail Plan

Dear Ms. Martin:

Below please find our comments for items contained in the Draft Iowa State Rail Plan. We are impressed with this comprehensive document that required a significant effort by all those involved.

ITEMS FOR FACTUAL UPDATES OR CORRECTIONS

Chapter 2, Table 2.1 and Note (c) thereto

In October 2016, CIC will again be operating its Iowa City to Hills segment with the lease expiration.

Chapter 2, Section 2.1.1.1.2 parenthetical description of IAIS

1. IAIS still has trackage rights over Metra to Blue Island.
2. The line segment from Hancock Jct. to Oakland was mostly abandoned in 2014; less than a mile of stub track remains.
3. In the 2nd paragraph to avoid confusion, please place the word “previously” in front of “leased from Lincoln & Southern...”
4. We do not have trackage rights over the CIC to go from the Yocum Connection to Cedar Rapids; this is only a marketing agreement with CIC.
5. In October 2016, CIC will again be operating its Iowa City to Hills segment with the lease expiration.
6. Please also note that IAIS connects with all Class 1 carriers.

Chapter 3

1. Table 3.1 notes the initiation of passenger service in 2015 between Chicago and the Quad Cities and extension to Iowa City in 2017. You may wish to revise the timeline.
2. Section 3.3.1.1, last paragraph. Please know that, in discussions with the Illinois DOT, BNSF has steadfastly stated that its capacity would not allow for more than the two trains in each direction envisioned in the Chicago-Wyanet segment.
3. Section 3.3.1.2.5 – First line of the first paragraph has a typo with an isolated “i” that should be deleted before the word “infrastructure”.
4. Section 3.3.1.5 should possibly be revised for consistency with the extension being sought for completion of the study in 2017, not 2016.
5. In Section 3.4.1, it is IAIS, not IANR, which provides the operations of the *Hawkeye Express*. IANR leases its equipment to the University of Iowa. IAIS does the actual work on its lines.

6. In table 5.2, in the Short-Range Passenger Rail Projects section, we are unaware of any local sources to fund Phase 1 of passenger service from Chicago to the Quad Cities.
7. Regarding references to IAIS in appendix A,
 - a. Changes may be needed for earlier comments.
 - b. We are unsure of what the references to “Rigg” and “Peter” are in the line heritage section for Council Bluffs on page A-49.

ITEMS FOR CLARIFICATION

Chapter 3

1. Section 3.3.1.2.6 Ridership, Revenue, and Costs. We would highly suggest adding cautionary language to the effect that the amounts are only preliminary estimates, given the history of actual matters. We further note that IAIS has not been consulted with respect to the ongoing costs of hosting passenger service and we offer no opinion and no support for any statements made with respect to such costs.
2. Regarding Proposed Commuter Rail Services in Section 3.3 and elsewhere, IAIS has not been consulted as to any of the items affecting any of our lines and, accordingly, we reaffirm our previously written and oral communications that, with respect to any project as follows:
 - a. Freight service and train capacity on the IAIS will not deteriorate, or its future growth be limited, due to passenger service,
 - b. All costs involved to both build and/or maintain track above our current Class 3 track standards will be paid for by the party or parties seeking to have passenger service on our rail lines, and
 - c. Any additional construction or ongoing costs including, but not limited to, positive train control, road crossing protection upgrades, liability and other items for safety, operating needs, and/or to comply with other parties’ concerns or regulations in providing rail passenger service will be borne by those parties.
3. IAIS does not support additional passenger excursions over its rail lines beyond that to which we are a current party with the Iowa DOT. Specifically, IAIS does not support and will not allow any tourist rail excursions or other similar trains operated by third parties on its lines.

Chapter 5

IAIS has not been consulted with respect to any of the cited costs on its rail lines for passenger service and, accordingly, we express no opinion or support regarding the amounts.

Sincerely,



Jerome P. Lipka
President and CEO

Cc: Mr. Paul Trombino
Ms. Diane McCauley

F.7 Outreach Elements and Comments



Outreach Elements

The Iowa Department of Transportation (Iowa DOT) used the following public engagement outreach techniques throughout development of both plans.

- Website
- Email
- Phone calls
- Yammer
- Iowa DOT internal blog
- Media advisory

Table 1 summarizes the outreach efforts for each meeting.

Table 1: Outreach Efforts by Meeting

Meeting	Meeting Date	Type of Outreach					
		Website	Email	Phone calls	Yammer	Iowa DOT internal blog	Media advisory
Issues-based Workshop	9/24/2015		x			x	
High Leverage Stakeholder Committee Meeting #1	11/18/2015		x	x			
High Leverage Stakeholder Committee Meeting #2	2/25/2016		x	x			
Public Meeting/ High Leverage Stakeholder Committee Meeting #3	5/8/2016	x	x		x		x

Issues-based Workshop Outreach

Multiple email notifications were sent to a database of 188 stakeholders. An email invitation letter was distributed on August 31 and September 2, 2015; a reminder invitation email was distributed on September 11, 2015; an extension invitation email was sent on September 18, 2015; and a follow-up email invitation was sent on September 23, 2015 (Appendix B, Example Workshop Invitations). Table 2 summarizes the outreach efforts for this meeting

Table 2: Issues-based Workshop Outreach

Outreach	Date
----------	------



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

High Leverage Stakeholder Committee Meeting #1

Invitations and several emails were distributed to 40 stakeholders. Table 3 summarizes the outreach efforts for this meeting. See Appendix A: Meeting Invitation. The Iowa DOT followed up with invitees through phone calls.

Table 3: High Leverage Stakeholder Committee Meeting #1 Outreach

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

High Leverage Stakeholder Committee Meeting #2

Invitations were distributed to 41 recipients via email. Table 4 summarizes the outreach efforts for this meeting. The consultant team followed up with invitees through phone calls.

Table 4. High Leverage Stakeholder Committee Meeting #2 Outreach

Outreach	Date	Number of Emails Distributed/Phone Calls
HLSC #2 invitation email	1/8/2016	41
HLSC #2 reminder invitation email	2/12/2016	41
HLSC #2 agenda email	2/19/2016	41
HLSC #2 follow-up phone calls	2/22/2016	6

Public Meeting/High Leverage Stakeholder Committee Meeting #3

Invitations were distributed to 1,968 recipients via email. Table 5 summarizes the outreach efforts for this meeting. See Appendix A: Meeting Invitation for the invitation content.

Table 5. Public Meeting/High Leverage Stakeholder Committee Meeting #3 Outreach

Outreach	Date	Number of Emails Distributed
Public meeting email invitation	5/19/2016	1,968
Public meeting email invitation for HLSC members	5/19/2016	42
Public meeting email reminder	6/6/2016	1,839 *
Public meeting email reminder for	6/6/2016	42

Iowa Department of Transportation State Rail Plan and State Freight Plan

2016 **IOWA RAIL PLAN**



Outreach	Date	Number of Emails Distributed
HLSC members		
Yammer outreach	5/2016 - 6/2016	n/a
Media advisory	5/2016 - 6/2016	n/a

* This number accounts for opt-outs, bounces, etc.



 **IOWA DOT**

